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DECEMBER 15, 1956

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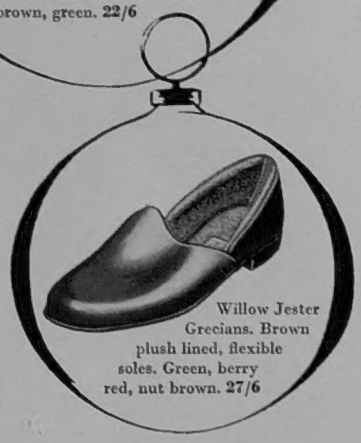

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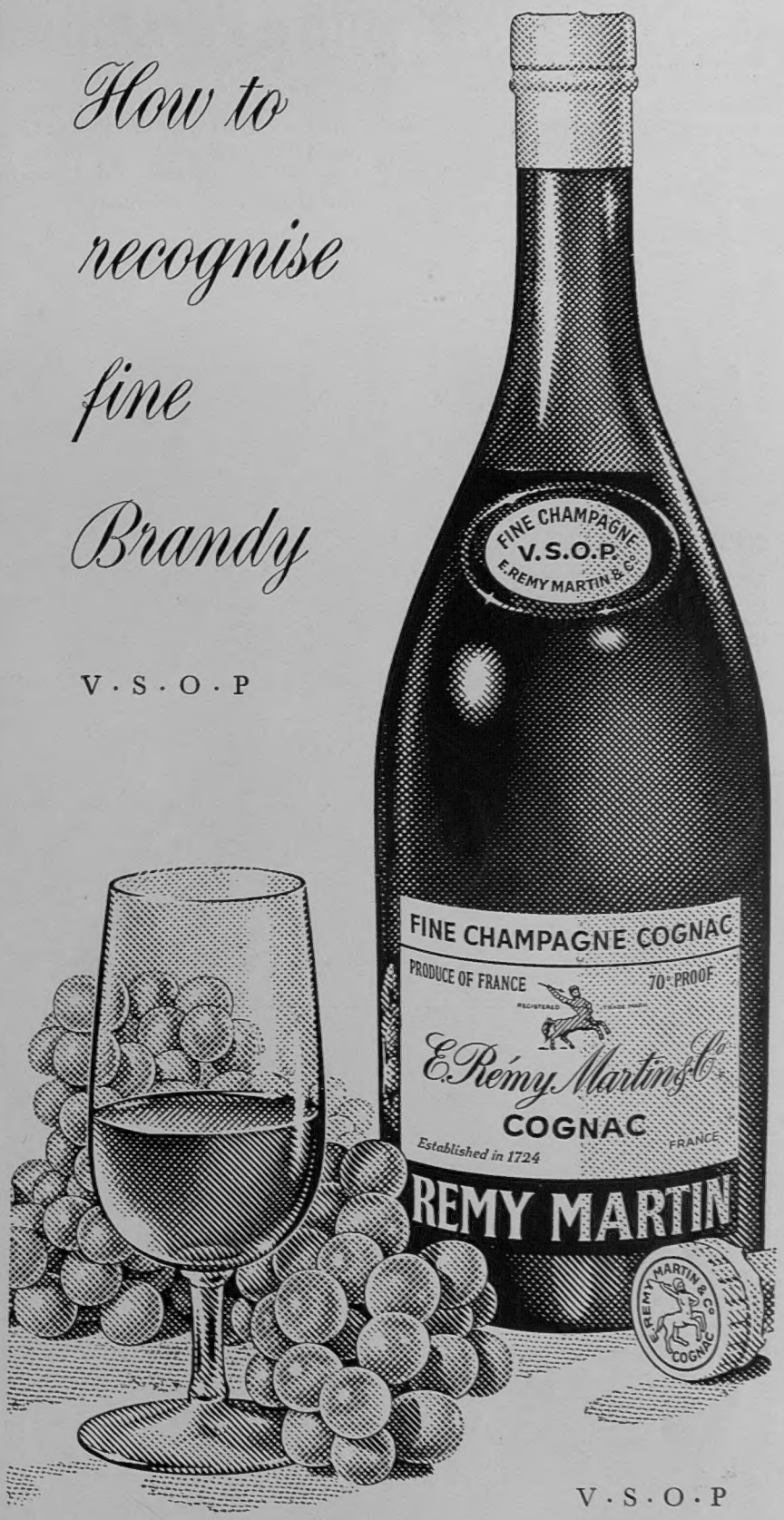

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What a pleasure to receive any of these handsome presents—each one a most welcome token of the festive spirit of Christmas. Your gift will always be appreciated when it's State Express 555—the best cigarettes in the world.

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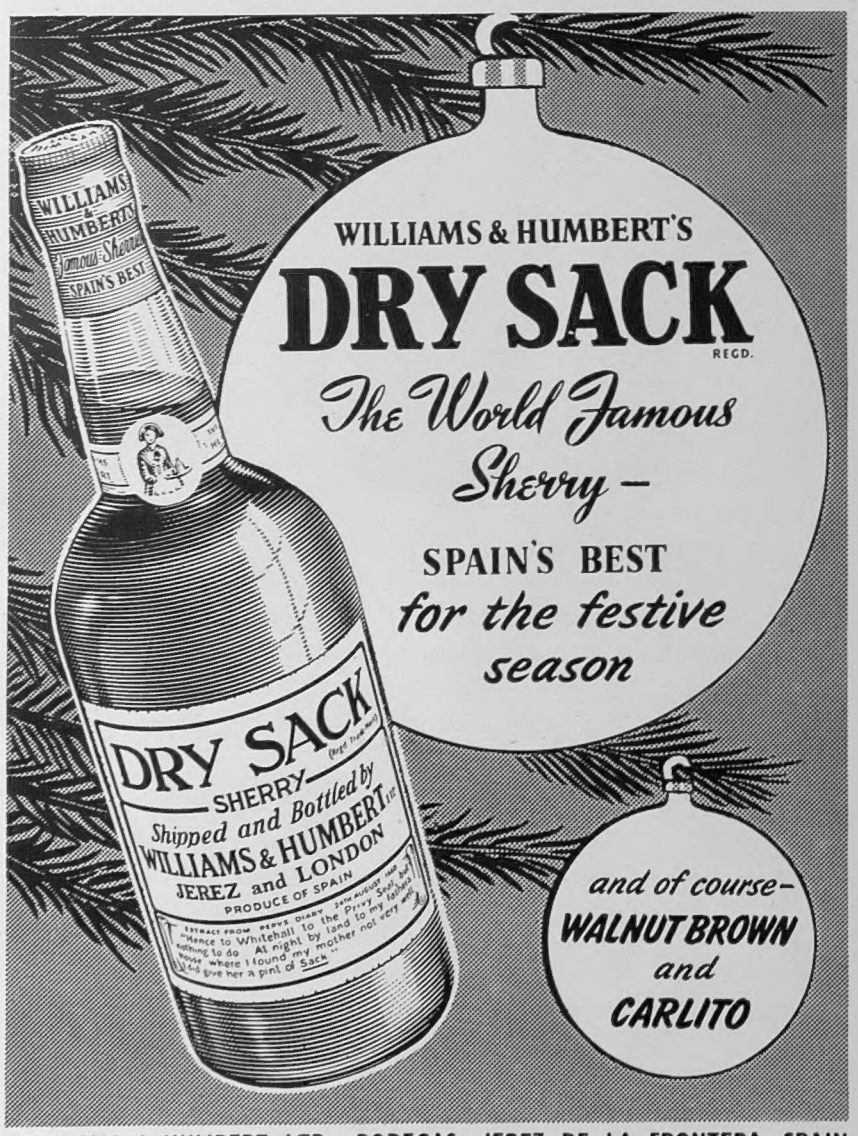

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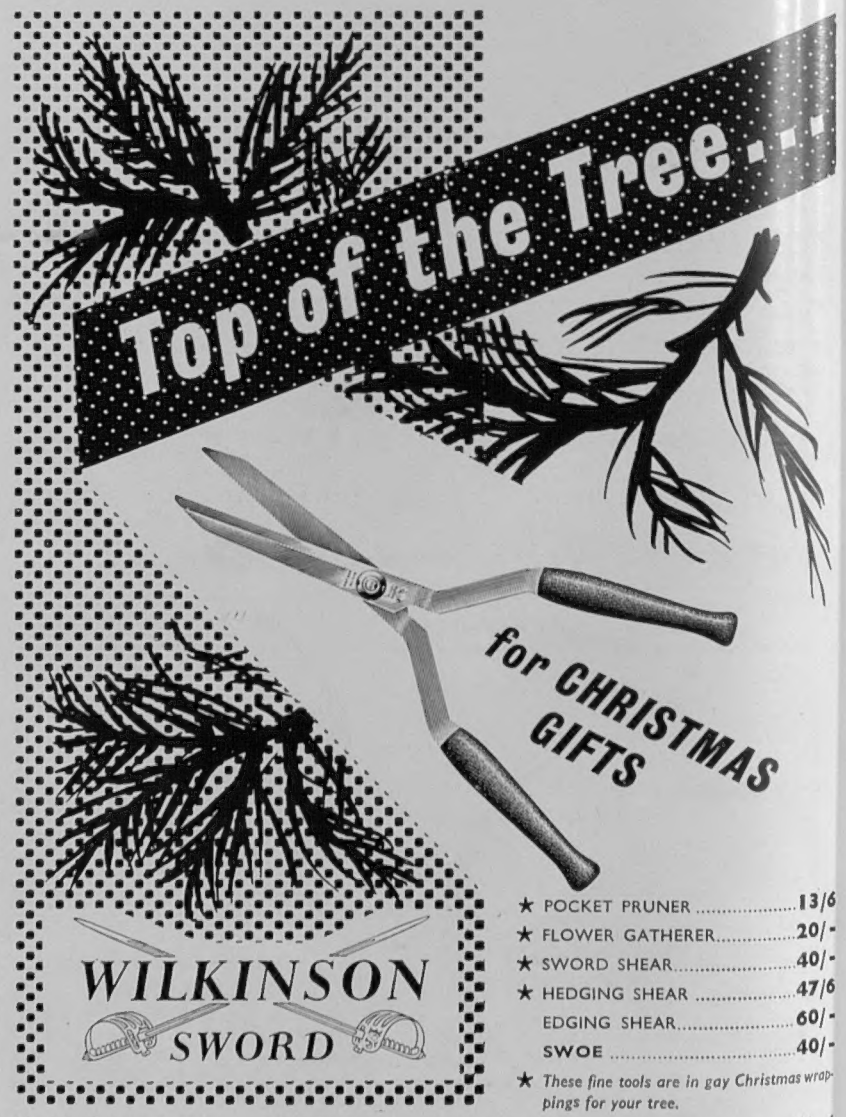

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Volume CCXXVII No. 2959

The SPHERE, London, December 15, 1956

The SPHERE

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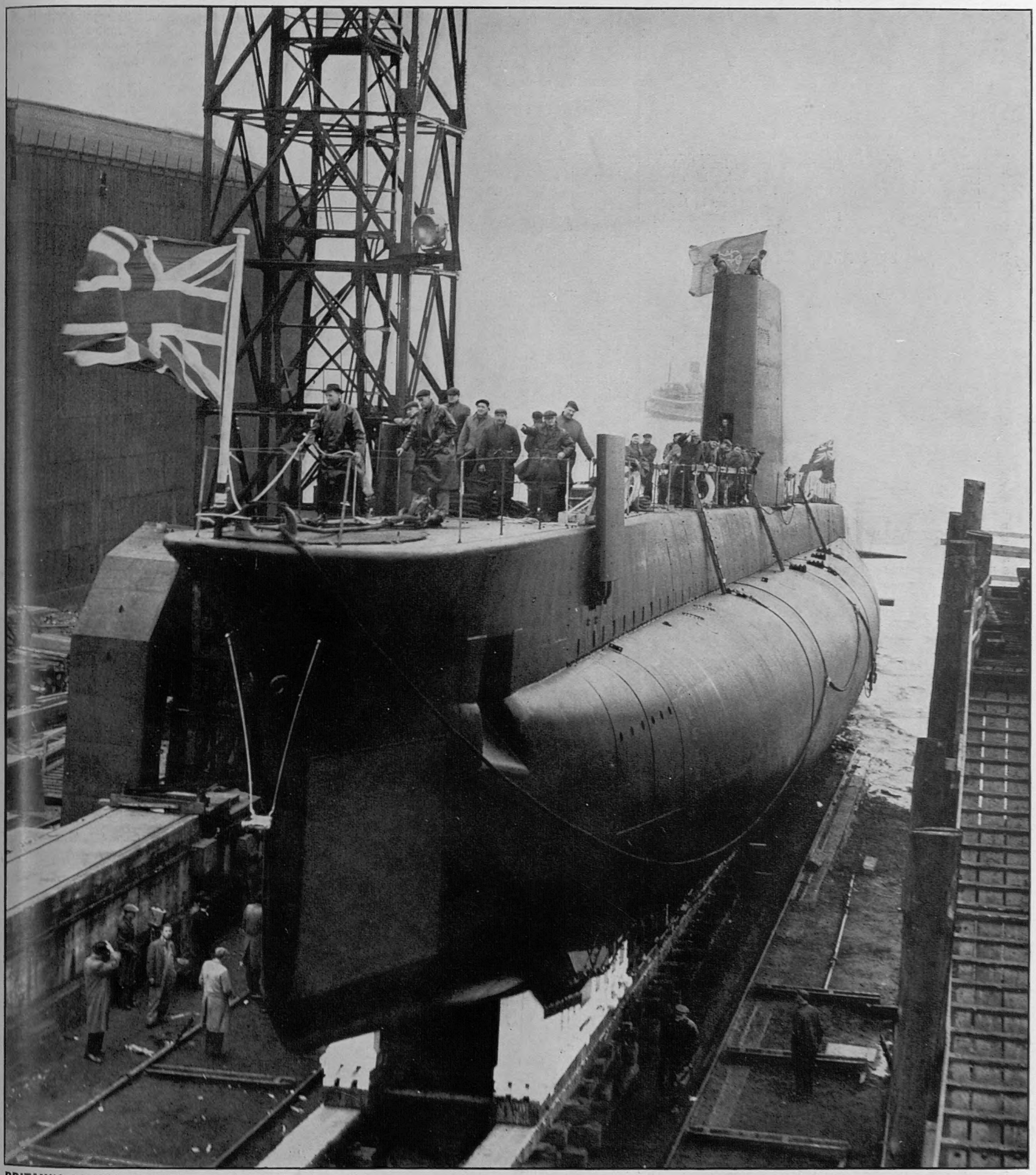

BRITAIN'S LATEST SUBMARINE IS LAUNCHED—H.M.S. "RORQUAL," A SUBMARINE OF THE PORPOISE CLASS, SLIDES DOWN THE SLIPWAY AFTER HER LAUNCH : The vessel was built in the yards of Vickers-Armstrongs at Barrow-in-Furness. The naming ceremony was performed by Mrs. A. W. Hemsted, daughter of Rear-Admiral Woods, the Flag Officer, Submarines. H.M.S. *Rorqual*, which is of 1,500 tons, is the second operational-type submarine to be launched for the Royal Navy since the war.

The Royal Navy's post-war submarine construction programme is concentrating on vessels of very modern type, incorporating the most up-to-date forms of propulsion and design. The *Rorqual* was the second of her class to be launched, and will join the *Porpoise* in service when she is complete. *Porpoise* was launched in April of this year, also from the Vickers-Armstrongs yards at Barrow-in-Furness. In all, eight submarines of this class will be built. The electric propulsion system is of a much more advanced design than has hitherto been used, and more than eight of the class were originally planned. This project was abandoned when the Admiralty decided to go ahead with the development of atomic-powered submarines. One of these has already been ordered. The Navy's submarine programme also includes two experimental stream-lined high-speed vessels of 780 tons, the *Explorer* and the *Excalibur*. *Explorer* was launched at Barrow in 1954. Hydrogen peroxide is used in the propulsive machinery, allowing underwater speeds of about 24-25 knots to be reached. They will provide experience in the operation of their unusual engines, and will act as fast-moving training targets.

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SIR ERIC HARRISON ARRIVES

AUSTRALIA'S NEW HIGH COMMISSIONER AT TILBURY: Sir Eric Harrison (left) and Lady Harrison (second from left) are greeted at the railway station by the Acting High Commissioner, Sir Edwin McCarthy, and Lady McCarthy. The new High Commissioner was resident Minister in London from 1950 to 1951, and has been deputy Leader of the Australian Liberal Party under Mr. Menzies for three years.

BRITANNIAS FOR AMERICA

A HANDSHAKE SEALS THE DEAL: Both Mr. W. R. Farnes (left), Sales Director of Bristol Aircraft Ltd., and Mr. A. A. Lane, the President in charge of operations of Northeast Airlines, seem happy after concluding an agreement in London by which this American company ordered five Bristol Britannia aircraft, valued at over £6,000,000.

THE LORD MAYOR COMES ABOARD

SIR CULLUM WELCH VISITS H.M.S. "APOLLO": The Lord Mayor of London shakes hands with an officer during his visit to the fast minelayer, which was lying in the Thames during a recent six-day visit. On the right is Admiral Sir John Eccles, Commander-in-Chief of the Home Fleet.

RATES OF SUBSCRIPTION TO "THE SPHERE"

Orders for subscription to THE SPHERE *should be handed to any bookstall or newsagent, or addressed to the Subscription Department,* THE SPHERE, *Ingram House,* 195-198, *Strand, London, W.C.2. The rates for* 12 *months, including Christmas Number, for Great Britain and Eire, are* £6 1*s.* 6*d.; 6 months and Christmas Number,* £3 3*s.; 6 months without Christmas Number,* £2 18*s.* 6*d. For Canada the rates for the same periods are* £5 14*s.* 6*d. (or* $16), £2 19*s.* 6*d. and* £2 15*s.; and for elsewhere Overseas* £5 19*s.* ($16.50 *cents in the U.S.A.*), £3 1*s.* 9*d. and* £2 17*s.* 6*d. All terms above include postage.*

A London Newsletter

195-198, STRAND, W.C.2.

Submission.—Submission in faith is the sole substance of things hoped for from the Anglo-French ultimatum. It is complete submission, and Mr. Bevan was justified in showing mercy to a humiliated Government. That cruel epigram that the ultimatum was smash-(everything) and-grab (nothing) must be accepted as more nearly true than most epigrams. The *lowest* terms on which the two Governments were (it was thought) prepared to bow to the U.N. and U.S.A. were :

1. The U.N. force must remain in Egypt until the Canal is cleared.
2. Clearance must begin at once with the best materials on the spot without distinction of nationality.
3. U.N. forces must further remain in adequate strength on the Israel-Egypt demarcation lines as long as a state of war exists between the combatants.

Those minimum terms had already surrendered the further "essentials" that the U.N. Force must remain until settlements of the future of the Canal and of the multiplicity of problems in the Arab world are also settled. What has happened is that the "lowest terms" have themselves been surrendered, left to the "good sense and good offices" of the U.N. and Colonel Nasser in all good faith. It is complete surrender, even if some of these unguaranteed terms are implemented in whole or part. God knows it is humiliating enough. It *is* indeed smash all and grab nothing. Yet it was the only compromise possible. A terrible jolt to our Premier and Government, a terrible revelation of the anarchy of civilisation and the present futility alike of force and world opinion to impose law and order among the nations. But no sane man could learn of the surrender and not feel certain of one thing : that this is no time for recrimination and is indeed the worst moment in history for making Party or nationalist capital out of these sorry events. Our national stock has fallen low in the world. So have our reserves. Our Government's stock has fallen low in this country. Statesmanship is revealed as an amateur business carrying no implication of master minds. A statesman may devote his life and build his reputation on one cardinal principle and make a nonsense of both in a single hasty decision.

Reconstruction.—There may be drawn from these events a lesson that in future it would be wise to withhold supreme honours from leading statesmen until they announce their retirement from public life, but for my part I could find no justification for the Tory die-hards splitting the Tory majority. We have seen quite recently what a mess a Socialist Government contrived to make of our affairs under conditions more favourable than in 1956. The mess is as bad to-day as ever it was, but God help us if Mr. Gaitskell were invited to clear it up. We start another year with all to do again. The fearful problems of world peace to be tackled as if they were new. Our domestic economy to be rebuilt as if the discovery of its critical state was a sudden bolt from the blue. Our influence in world politics to be painfully rebuilt from ruin and the reputation of statesmanship, and of our Government in particular, to be raised up from rubble. It is in my mind that those who have suffered most from the tragedies of these past months are likely to have profited most from the lessons they have learnt and are a little less likely to fall into similar or worse errors.

Mr. Menzies is Right Again.—At the time of writing, I see slight reason to modify the analogy I made last week between our world to-day and the most disgusting private school ever pictured in fiction. Amid the catcalls and nostrums put out by representatives of nations big and small, by statesmen and publicists, and by mongrels, puppies and curs of low degree, the voice of Mr. Menzies has twice supplied a note of common sense, warning, courage and realism. We have grown tired of the "Soviet" of ragamuffins in the Lower Fourth speaking in condemnation of Britain and France *in voce dei* in the U.N., and heartily sick of the vacillations of the U.N. and the U.S.A. We deplored the lack of realism which seemed to be throwing away one last chance of re-establishing some effectiveness in the U.N.—given it solely by the action of Britain and France, whether you approved or disapproved it—and by the reckless hesitancy of the U.S.A. which has been undermining the defences of the Western alliance again Communism, never more rampant and confident and brutal than to-day. We asked ourselves whether all the members, save only Britain and France, of the U.N., were "uncontaminated," saints and angels, or whether the U.N. was a body, like most human institutions, composed of nations and individuals with records of evil actions and unwise or selfish decisions in the past. To-day (as Mr. Menzies said) world security depends not on the resolutions and criticisms and vacillations of the General Assembly, but on co-operation between the great powers of Europe and the U.S.A. ; and of those powers, Britain and France, in the traditions of diplomacy, in resolute defence of freedom, in initiative and self-sacrifice, stand out head and shoulders on their records from the rest. In the disgusting private school which is the world to-day, we suffer under this free-for-all Lower-Fourth dictation, from a prefects' room, powerless from fear, jealousy and suspicion, to begin to reassert discipline in the only way in which law and order can ever be regained and maintained, and that is by loyal co-operation between those decent elements which have the power and the will, and see the supreme necessity, to regain them.

Chaos in Vacillation.—Meanwhile, chaos and danger grow. Nasser, still a dictator, consolidates a Pyrrhic victory ; the life-blood of a score of nations remains blocked ; a settlement of the quarrels of the Middle East is as far away as ever ; and Communism, with hands freshly dipped in blood, encourages the humiliation of Britain, and seizes a God-sent chance, due to America's vacillation, to fill the vacuum and cheaply and quickly gain its ultimate aims to secure a firm foothold and influence in the Arab world, with all the opportunities they offer for future trouble-making.

MILLAR WATT'S COVER DESIGN FOR "THE SPHERE" CHRISTMAS NUMBER, 1956—THE IDEAL SMALL CHRISTMAS GIFT : For four shillings—little more than the cost of an expensive Christmas card—you can send this large number with contributions by leading artists and writers of to-day and yesterday, and with many pages of superb colour reproductions.

Copies of THE SPHERE *Christmas Number may be ordered now from your newsagent or at any bookstall, price* 4*s.* ; *or from the Publishers, Ingram House,* 195-198, *Strand, London, W.C.2, who will send an attractive greetings card giving your name as the donor. Postage extra—inland,* 6*d., overseas* 3½*d. Nearby places abroad can still be reached in time for Christmas.*

This is a sombre picture which Mr. Menzies painted. It is one which more and more Englishmen are coming to regard as not exaggerated. If it is no time for violent pronouncements and reckless denouncements, it offers excuses for partial endorsement of some of the heady pronouncements which are still being made in the Press. For instance, there are those who ask what good a U.N. composed as it now is and operating as of late it has, can be to us and to the service of world peace, and what is the degree of vital necessity in our co-operation with the U.S.A. when that understanding, fellowship and co-operation cease to be fifty-fifty ? The day of small men and small minds is an evil day for the world which never before had greater need of realism and resolution, courage and clear thinking, loyalty and faith. Those who have them should gather in one camp, however small, and there concert such measures as they may, unhampered by the noises of Babel. I have the glimmering of a hope that some such rally and return to reason may be on the way.

Waiting for a Sign.—I read in the Press the other day an "impassioned appeal" on behalf of the people of Czechoslovakia, whence the writer had recently returned. He had been asked on all sides : "Will the British not give us some sign that the West has not forgotten us ?" They are waiting just for a sign that when the time comes the British people will

me to their aid to help them throw off the intolerable ke of Communism. " Must their enthusiasm for the itish die in bitterness ? " I am puzzled. No doubt e Czechs are familiar with modern history. They must e able to weigh the worth of a word or a promise from eir true friends under modern conditions, when they udy the history since the '30's (or before) of Poland, ungary and other nations who have liked and trusted . It is heartening indeed (more heartening than alistic) to learn that a word of encouragement, let one a vague promise, from Britain could bring hope d new determination to the Czechs. For if our outh be still free, our arms are pinioned more effectively an ever by geography and the United Nations; and we gave the word asked for, how in the future could be implemented otherwise than in casting a vote in e Assembly for a resolution expressing a moral atitude, and in raising a fund and caring for some of e victims of a national and unaided uprising in Czecho-ovakia. It is wonderful to learn that even now, in is hour of our humiliation, some memory survives in slaved Europe of the days when the word of Britain as as " good " as its £5 notes and our promissory otes were cashed on presentation.

Saving Petrol.—Living as I do in a country strict some way from a railway and badly served by uses, I shall certainly find it no easy matter to carry ut essential domestic and business journeys. As for y several voluntary duties as a magistrate and on arious local Government committees, while I shall main determined to *pay* for the high cost of the petrol use, I don't see to-day where that petrol is to come om. Hence I read every hint in the Press on how to onomise in driving ; but, it seems to me, strong hints ould be forthcoming as to how to economise in sential duties. I could wish that local authorities were icker to realise that in their elaborate organisation government, much that might be justified in prosperity not essential in austerity. Democracy requires equit-ble representation on a score of committees, but that presentation need be no less democratic if reduced in ze. One representative from each interest is no less mocratic than two. Ours is a very long county. In mes like these, I very much doubt whether some these local Government and magisterial bodies and mmittees can justify the summoning of numbers of embers for distances up to 50 miles. If redundant mmittees were pruned and representation cut by 50 per nt. on essential committees for the duration, if lec-res and confabulations on generalities were suspended, doubt if we should be a penny the worse and much trol would be saved. The other day a local councillor, shing to impress me with his activity, told me the nount of money he had drawn in a year in payment r petrol used on his lawful occasions, and the figure as an eye-opener. Sometimes I sit in court, a back-w member of a panel of twelve, while our chairman als efficiently with licensing business. If he wished consult us, he is physically unable to do so with at ast eight of us. We are dummies, dead-heads, who ve burnt two gallons of petrol each to make an ppearance in the Quarter Sessional Court. Is civic ide capable to-day of making so patriotic and sen-ble a gesture, of giving so desirable a lead without ss of face ? I doubt it, even in the face of the Chan-llor's latest hint that public administration costs might ill be cut.

Sold at Sotheby's.—When the Holford ollection was dispersed at Christie's in 1928, a record as set up that has never since been approached. On e purchasing power of money to-day, the Holford sale ust represent near £1,000,000, and is unlikely to be rpassed as a record. Sotheby's last week sold in a day ctures to the tune of £250,000. The Corot nude made 7,000. A Murillo, sold for £5,000 at the Holford le, made £25,000. So did Terbruggen's " Crucifixion." Guardi made £7,500. Guardis have been on the -and-up for a decade, and anyone with a gift for spot-ng winners could have made a fortune by bulk-buying Guardis as late as in the '30's. I have quite recently en as many as ten of them up for sale in a " normal " ction. A century ago, of course, Guardis could be cked up in dozens for an old song by rich Englishmen ing the fashionable tour. Thus Agar Ellis came back om Venice in November 1828 with " two Canalettos nd a number of Guardis," and if this batch of pictures ood him in at £20 apiece, it would be an outsize timate. For some years they adorned the walls of over House. The Americans are by no means un-isputed top-bidders at modern auctions. The Greeks ave a word for it, and so do the French, and English alleries and private buyers are willing to pay highest rices for the " best " for keeps and for investment urposes. It would be interesting to tot up the prices aid for a private collection of pictures assembled tween 1650 and 1850 and then to estimate their uction value to-day if dispersed in a Holford-type sale. he profit could hardly be less than 1,000 per cent. nd probably would be much higher. Some of our ncestors builded better than they knew.

THE OLD STAGER

FIRST EFFECTS OF THE PETROL SHORTAGE

PICCADILLY CIRCUS DESERTED—AT TEN O'CLOCK IN THE MORNING: The increase of 1s. 5d. a gallon on the price of petrol thinned out still further the traffic which usually throngs the centre of London and other big cities. It had already been greatly reduced by the petrol shortage and by the prospect of rationing. This desolate scene in the very heart of London's West End is all the more unusual for, with Christmas so close, the congestion is normally even greater than at other seasons.

A further blow fell on the rationed motorist and all users of petrol and diesel oil when the Chancellor of the Exchequer announced the very large increase of 1s. per gallon on the fuel tax. This, together with small rises in the price of petrol announced by the oil companies, increased the cost of a gallon of petrol by 1s. 5d. The highest grade of petrol, rated at 100 octane, rose to 6s. 5d., and the cheapest varieties now cost about 5s. 6½d. a gallon, depending on the zone. The new tax of 3s. 6d. a gallon was the highest ever imposed on fuel in Britain, and raised the price of petrol up to hitherto-unattained heights. The increase was one of the measures designed to relieve the strain on sterling caused by the Suez crisis, and is intended to be a " temporary " measure. The immediate effects were the submission of applications for higher bus and taxi fares, and an increase in road freight charges. An all-round rise in prices would probably follow in industry, commerce, shipping and air transport.

THE AIRLINES MOVE TO KENSINGTON

A NEW TERMINAL FOR AIR TRAVELLERS: Contractors' men work on the airways terminal building which is being built in Kensington. It will face the Cromwell Road, at the point known as the Cromwell Curve. Workmen and London Transport engineers have partly completed the erection of the platform which is to support the terminal. This platform will cover an area of two acres, and will be supported on eighty steel columns. The spot was formerly used as a night parking area for trains. When work began, most of the track was removed, but once the building is complete, the lines will be relaid between the supporting columns. The structure will replace the Waterloo terminal at the South Bank.

ISRAEL OUT OF EGYPT

Victorious Troops on the Road Back through Sinai

In its repeated calls for the withdrawal of military forces from Egypt, the United Nations addressed itself to Israel as well as to Britain and France. Like the Allies, Israel has signified its intention of withdrawing. Last week roads across the Sinai Peninsula were filled with columns of the Israeli army on its victorious exodus from the positions taken in Egypt six weeks ago.

However, there were reports that matters were not proceeding altogether as smoothly as expected. Major-General Burns, C.-in-C. of the United Nations Forces who are to occupy Sinai, met the Israeli C.-in-C., General Moshe Dayan, to discuss the precise demarcation line between Israel and Egypt. At this meeting, it is said, General Burns also asked why Israel, in retiring, was obstructing roads and communications in the Peninsula.

According to some sources, several miles both of the highway along the north coast from Kantara to El Arish and of the road further south in the desert from Abu Agheila to the Israeli border have been made impassable. It is also said that the Israelis have laid minefields along the route of their withdrawal. All such obstructions must add to the difficulties of the United Nations' advance.

DISCUSSING THE ISRAELI-EGYPTIAN DEMARCATION LINE: Major-General Burns (left foreground), Commander-in-Chief, with, beyond him, two of the officers of his United Nations Force, Major Dhillon and Captain J. A. Dor, confers with General Moshe Dayan (right foreground), the Israeli Commander-in-Chief, at El Arish, in the Sinai Desert.

On left—

THE VICTORS RETIRE: A column of Israeli artillery moves along a road near El Arish, in the north-east of the Sinai Peninsula. It was on its way home from Egypt in accordance with the Israeli agreement with the United Nations for the evacuation.

TO ADVANCE AND TO WITHDRAW: General Burns is being escorted across the airfield at El Arish by General Moshe Dayan to discuss the U.N. advance in Sinai and the Israeli withdrawal.

PRESENT AND PAST MILITARY STRENGTH: The convoy of Israeli artillery passes wrecked Egyptian military vehicles on its journey back through the Sinai Desert. It was reported that the Israeli forces were leaving obstructions behind them, including minefields, to delay the United Nations' advance.

A CHECK-POINT ON THE ROAD HOME: A barrier is raised by Israeli guards near El Arish to allow fellow-countrymen with vehicles and guns to pass into the Gaza Strip and return home.

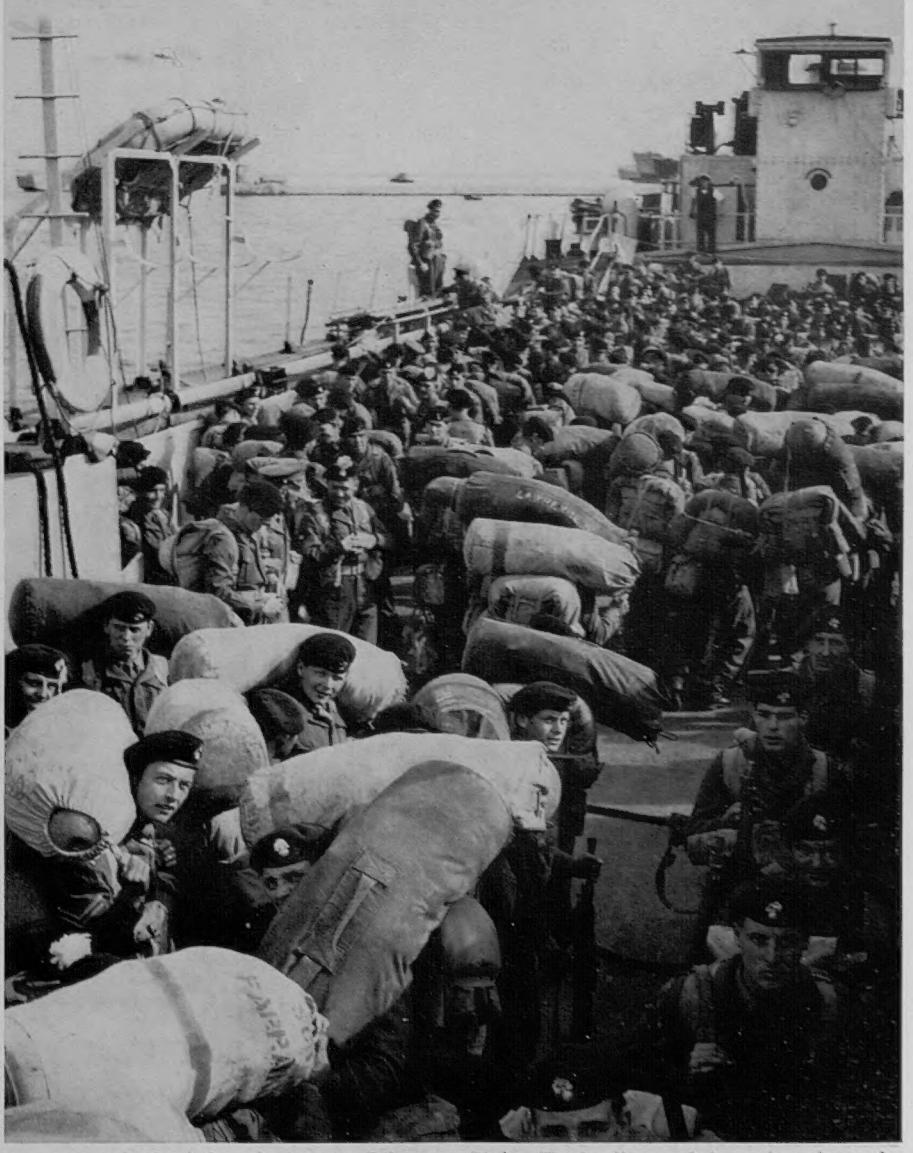
WITHDRAWING FROM PORT SAID

British Troops Begin their Departure and Most Hope to be Home by Christmas

THE START OF THE EVACUATION FROM SUEZ: Men of the 42nd Field Squadron, Royal Engineers, carry their kit along the quayside at Port Said to embark in the L.S.T. *Evan Gibb*. The Engineers unit was one of the first to leave Egypt after Mr. Selwyn Lloyd had made his announcement that the Anglo-French forces would be withdrawn without delay. Within forty-eight hours of his statement to the House of Commons it was reported that about one quarter of the British troops in the Suez area had begun their embarkation. They included a battalion of the Royal Fusiliers, numbering 800, and another 1,200 men from a variety of units such as the R.A.S.C., R.A.M.C., R.E.M.E. and Military Police. General Sir Charles Keightley, the Allied Commander-in-Chief, flew from Cyprus for discussions regarding the phases of the Anglo-French withdrawal with General Stockwell, Allied Commander, and Major-General Burns, Commander-in-Chief of the United Nations Force, which is taking over in the Canal Zone. Most of the British troops were sailing for home, but some were understood to be going to Cyprus so that reservists could be released.

THE FIRST STAGE OF THE JOURNEY HOME: Long lines of British soldiers, heavily laden with kit, make their way to a landing craft, which was to take them out to troopships in the harbour of Port Said. When this picture was taken the 12,555-ton trooper *Dilwara* was embarking 2,000 men and the *Ascania* had arrived to take on about the same number. Besides troops, many vehicles were leaving the port. By last Sunday 9,000 British soldiers remained in Egypt.

U.N. MEN WATCH THE BRITISH DEPARTURE: Steel-helmeted Danish soldiers of the United Nations Force look on as British troops file by on their way to embark from Port Said during the first stage of the Allied withdrawal.



INFANTRY ON THE MOVE: *Left*—A party from the Royal Fusiliers marches into a landing craft to be ferried to the trooper *Dilwara*. *Right*—The landing craft is ready to leave the shore. Most of the men come from Fusilier regiments. In the early phases of the British withdrawal it was noticed that no armour or guns were leaving. It was believed these were being held to the last as a deterrent to attacks from the Egyptian army or snipers or to violent demonstrations by crowds during the final stages of the evacuation.

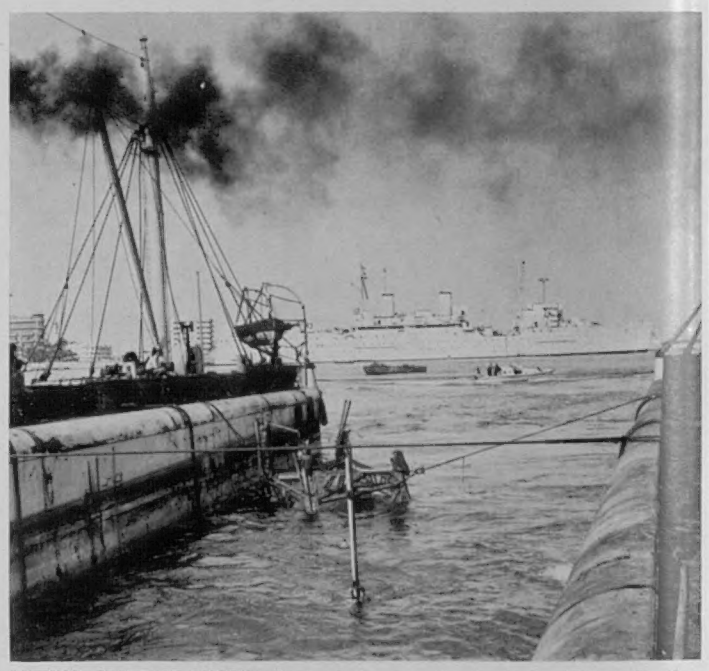
TAKING THE STRAIN IN PORT SAID HARBOUR: Two lifting craft take the strain as they begin to lift a 15-ton floating crane in the harbour mouth. The first stage of the initial salvage operations has been completed with the opening of a channel down to the furthest point held by the Allies.

CANAL CLEARANCE CONTINUES

British Salvage Teams in Port Said Carry on with the Removal of the Blockships

Until the United Nations executive team takes over the task of clearing the Canal, the Admiralty is going ahead with its own salvage programme. Work on the first stage has already been half completed with the opening of a channel through obstructions in Port Said harbour. This stage will be finished when the 25-ft. channel is continued right through the Canal. This will necessitate the shifting of nine more wrecks and two bridges, all of which lie in territory held by the Egyptians since hostilities started. The second stage of the Admiralty programme is the removal of all the subsidiary obstructions on each side of this channel to enable complete freedom of navigation. The final stage would be the clearing of debris from berths, general tidying up and dispersal of minor wrecks. The accomplishment of the first stage is obviously the most urgent.

MAKING FAST THE HAWSERS: Before lifting the crane preliminary steel hawsers are made fast on the [illegible] visible superstructure to help prevention of serious rolling by the wreck. Fifty-one obstructions have to be cleared away before the Canal can be considered completely clear for navigation.



LIFTING CRAFT AT WORK: Part of the wreckage of the 15-ton floating crane can be seen above water in this picture as the two lifting craft begin their preparations for raising it from the shipping channel.

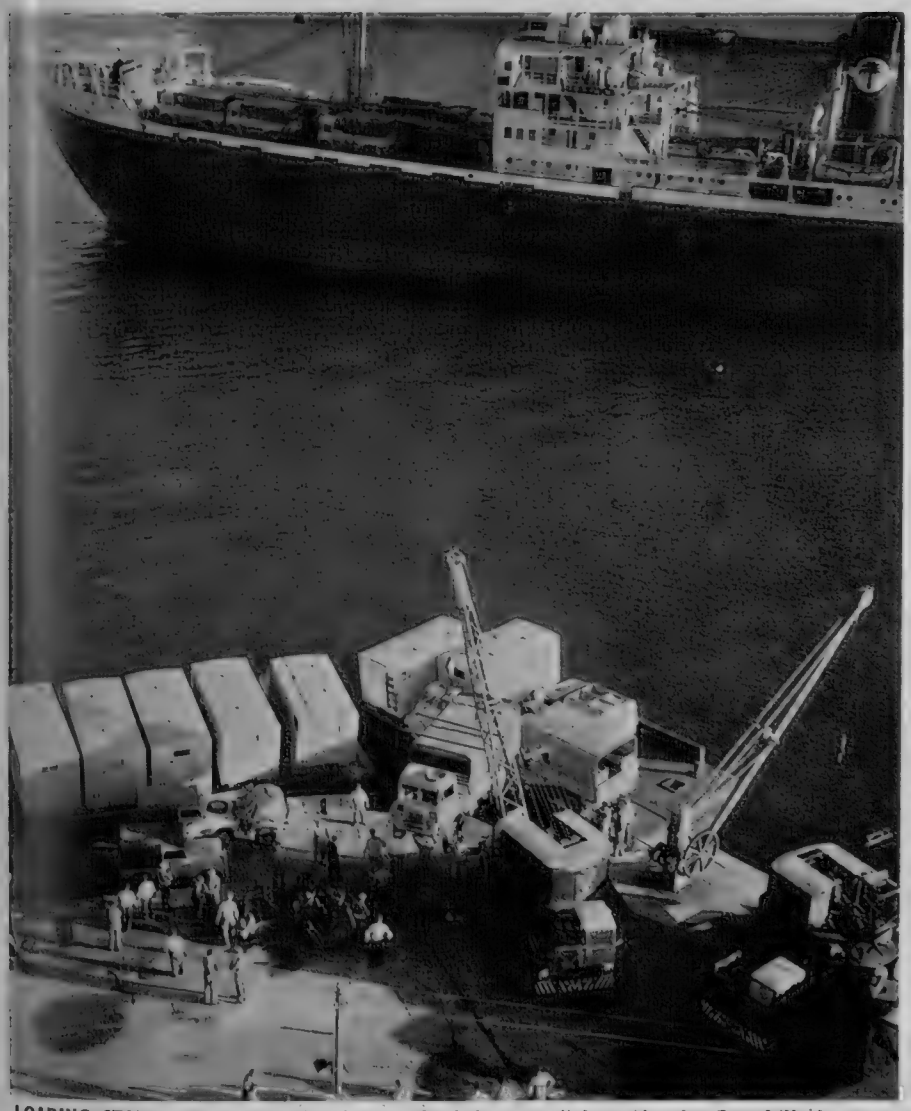
ANOTHER FLOATING CRANE: The coastal salvage vessel H.M.S. *Kingarth* (bows in centre) and lifting craft No. 10 work together on the task of lifting another floating crane scuttled in the shipping lane.

THE TROOPS COME HOME: Soldiers and vehicles line the deck of the 13,190-ton aircraft-carrier H.M.S. *Ocean* as she lies off Devonport after returning from the Eastern Mediterranean. On board were men of No. 42 Royal Marine Commando, the Joint Helicopter Unit, and a number of reservists who had been withdrawn from the Suez Canal Zone.

COMING HOME

Troops and Vehicles from Egypt at Various Stages on their Journey by Sea

They received an official welcome on board from Admiral Pizey, C.-in-C., Plymouth, and the Commandant-General of the Royal Marines, Lieut.-General Hardy. The last (unofficial) exploit of the Commandos before leaving Port Said was to fix a green beret on to the head of the statue of Ferdinand de Lesseps, 70 ft. above the street. Total casualties suffered by No. 42 Commando during the landings and subsequent operations were four killed and eight wounded. The helicopters, which operated from the *Ocean* and also from the *Theseus*, landed parties of marines at selected points, then brought back wounded of both sides to the ships. They also landed Royal Air Force Regiment units at airfields. When taking in troops, the twenty-two helicopters landed in waves of six, and were under fire on most occasions. The speed with which they evacuated wounded from the battlefield is thought to have saved many lives.



LOADING STORES AT MALTA: Lorries are loaded on to lighters in the Grand Harbour at Valetta for transfer to the aircraft-carrier *Bulwark*, which will arrive in Britain next week with R.A.S.C. units and large numbers of vehicles evacuated from Egypt.

BRITISH WARSHIPS IN VALETTA: The cruiser *Jamaica* is at anchor ahead of the aircraft-carrier *Bulwark* as they lie in the Grand Harbour. The aircraft-carrier *Theseus* was also used for the transport of troops to Malta.

TENSION MOUNTS AGAIN IN HUNGARY

Massed Demonstrations Follow Another Wave of Arrests

THE WOMEN OF BUDAPEST HONOUR THEIR DEAD: Watched by Red Army guards with armoured cars the women of Budapest lay wreaths on the tomb in Heroes Square of the Unknown Warrior in memory of those who lost their lives in the fight for freedom.

THE DEMONSTRATORS GATHER: Small groups of women carrying the Hungarian national flag, and black banners of mourning, assemble in Heroes Square under the eye of Soviet troops. The Unknown Soldier memorial lies outside the picture.

The situation in the Hungarian capital remains tense in the extreme, with both sides, workers' councils and puppet government, uncertain how far they can play their hands. In an attempt to forestall the new resistance campaign and general strike threatened by the patriots, the Kadar Government has carried out a wave of fresh arrests of workers' leaders and anti-Soviet writers. This has set off a series of mass demonstrations in the capital, notably by women, which have taken place in contemptuous defiance of the hundreds of Soviet armoured vehicles in the city. Thousands of women marched to the memorial to the Unknown Soldier in Heroes Square and laid wreaths, despite every effort of Russian troops and A.V.O. men to prevent them. Their contempt for the Russians was shown in many incidents during the demonstration when women spat in the faces of the troops and threw flowers at them. The following day they repeated their triumph and marched to the statue of Sandor Petoefi, the Hungarian poet-hero of the 1848 revolution. Such demonstrations bear witness to the fact that the spirit of revolt is still very high in the capital despite the oppressive presence of Soviet tanks and troops.

IDENTIFYING THE VICTIMS: Hungarians walk slowly along a line of coffins in an improvised mortuary as they seek to identify the bodies of friends and relatives.

THE SEARCH OF ANXIOUS RELATIVES: A man raises the lid of a coffin in an effort to identify the body of a patriot. Such scenes are common in Budapest to-day.

A BANNER OF MOURNING: A long column of women and girls makes its way through the city, in the face of Red Army troops, to the statue of Sandor Petoefi, the poet-hero of the 1848 revolution.

SOVIET TANKS AGAINST WOMEN: Russian armoured vehicles lie in wait in a side street to block the road to the procession of marching women on its way to the Petoefi statue. At one stage two Russian tanks half-mounted the pavement and charged the marching women, who scattered, only to re-form further on.

THE DUKE OF EDINBURGH DRIVES THROUGH MARTIN PLACE, IN SYDNEY, NEW SOUTH WALES: Accompanied by Lieut.-Commander Michael Parker, he leaves the Cenotaph after laying a wreath in memory of Australia's war-dead. As he arrived for the ceremony confetti showered from the buildings and the crowds roared their welcome. But as the Duke went forward to lay his wreath a silence descended upon the scene.

THE DUKE TOURS AUSTRALIA

A Round of Engagements During his Month's Stay

Although the Duke of Edinburgh's major engagement in Australia was the opening of the Olympic Games in Melbourne, he spent much of his month's stay in the country making extensive tours of the states. Soon after his arrival in the extreme north, he flew 600 miles from Darwin to visit the Brunette Downs Cattle Station on the Barkly Tableland. Covering an area of more than 5,000 square miles, it is one of the largest cattle stations in the Northern Territory. The Duke also fulfilled several other engagements in the heart of the country before flying to Canberra for his rounds of visits in Victoria and New South Wales. After the opening ceremony of the Games in Melbourne, he had a short holiday on a sheep station and a little later spent two days in Sydney, where he flew over the city in a helicopter to inspect some of the big development projects. Back in Melbourne, where he made his headquarters in the Royal Yacht *Britannia*, he paid frequent visits to the centres of the Olympic Games.

AT THE STATE LUNCHEON IN SYDNEY: On the Duke's left at the Trocadero is Mr. J. J. Cahill, Premier of New South Wales. On his right are Mrs. Cahill and Sir Kenneth Street, Chief Justice of the State. Before the luncheon, the Duke met the guests at a reception. Thousands had cheered him during his drive from Government House.

WITH THE PRIME MINISTER IN MELBOURNE: The Duke sits between Mr. R. G. Menzies (left) and Sir Dallas Brooks, the Governor of Victoria, at the official banquet of the Australian Olympic Federation at the Menzies Hotel. The banquet followed the traditional opening of the Games earlier in the day at the Melbourne Cricket Ground.

IN AND OUT OF UNIFORM: *Left*—The Duke is seen in the helicopter in which he made a tour of the Royal Australian Naval Air Station at Nowra, New South Wales. During his visit he watched training exercises and witnessed a fly-past of aircraft of the Fleet Air Arm. *Right*—At the N.S.W. University of Technology, in Sydney, the Duke watches with interest during a demonstration in the mechanical metallurgy laboratory. Standing behind the Duke is Professor R. H. Myers, Supervisor of the School of Metallurgy.

A PIER IN NEW YORK HARBOUR IS DEVASTATED: Fire and explosion shatter the pier of the Luckenbach Steamship Lines on the Brooklyn waterfront, the longest terminal in New York harbour. The central "bite" out of the pier was caused by the main explosion. Fireboats are attacking the blaze with their hoses, but the sheds on the pier are almost completely destroyed.

SURVEYING THE DAMAGE: Some bales and boxes seem to have survived fire, explosion and water in the gutted interior of the sheds. Damage costing about £4,000,000 was caused in what is thought to be New York's worst waterfront fire. At least nine people were killed.

ATTACK FROM THE WATER: Fireboats fight to check the flames as they overrun the pier. The vessel in the foreground is equipped with a fire tower, and tugs armed with hoses aid the fireboats. The cause of the disaster was not immediately known, but sabotage was not ruled out.

FIREBOATS BATTLE THE BLAZE: As the roofs of pier buildings collapse into the flames a[illegible] also suffered severely, and the fireboats are also dealing with the flames the[illegible] damage from blast. The entire crew of seven on board one fireboat, t[illegible] the pier sheds, on the left, were blown from their perch and vanished fro[illegible]

FIRE AND EXPLOSION

At Least Nine People Died and 250 were Injured in a Disaster Which Wrecked a Pier on the New York Waterfront

great wall of smoke billows up, fireboats direct their hoses into the heart of the conflagration. Some boats try to stop it spreading further. The sheds on the pier in the right foreground ebris of every description litters the pier-head, whose buildings have lost all their windows. Office blocks in the background, and the waterfront in all directions, sustained much refighter, were blown overboard in the great explosion which took place soon after the blaze broke out. Twenty-five firemen who had been fighting the flames on the roof of ght, but luckily escaped serious injury. They were thought to have been saved by the light construction of the roof, which allowed the explosion to dissipate its force quickly.

Damage estimated to have destroyed property worth £4,000,000 was caused when fire followed by explosions devastated a pier in New York harbour. At least nine people are known to have been killed and 4,000 tons of merchandise lost. Almost all of this was highly inflammable material such as paint and varnish. About 250 people were injured. The fire started on the 1,740-ft.-long pier of the Luckenbach Steamship Lines, in Brooklyn, the longest marine terminal in New York, situated at Thirty-fifth Street, Bay Ridge. Twenty-five minutes after the blaze began, there was a tremendous explosion which blew the metal and glass roof of the pier sheds to pieces, rocked the entire waterfront and broke windows in houses and factories three miles away. Large numbers of spectators attracted by the blaze were knocked down and injured by the blast. Twenty-five firemen who had been fighting the blaze on the roof of the sheds were blown off their feet, but escaped serious injury. The original blaze and the additional fires started by the explosion on four neighbouring piers were fought by every appliance in Brooklyn and by many from surrounding areas. Forty-two fire engines and four fireboats were soon on the scene, but the engines found difficulty in gaining access to the flames. The main burden of the struggle fell on the fireboats, pumping water from the harbour. Several ships tied up at adjacent piers were towed to safety by a fleet of tugs called to the scene. The crew of the *Flying Enterprise II*, commanded by Captain Kurt Carlsen, helped the firemen. Some of the vessels, towed away just in time, contained cargoes of sisal, a highly inflammable fibre. Fire Commissioner Edward Cavanagh, began an investigation of the disaster, the cause of which was not at first known.

ITALIAN FLOODS

Swollen Rivers and the Encroaching Adriatic Cause Havoc in the Po Valley

Many acres of fertile land in the Po Valley have been devastated by flooding from the sea and from swollen rivers. A strong east wind, locally called the *Bora*, drove the Adriatic against the dikes for two days, at the end of which the waters broke through and stormed into the valley. At Pila, near Porto Tolle, three separate breaches were made in the dikes despite the efforts of the local population and army units. These three breaches later merged, making one large gap of about 400 yards wide. Added to the havoc caused by the encroaching sea was the danger from the Po River itself which had burst its banks in several places. At Batteria some fifteen families were cut off for 24 hours when they took refuge with their cattle on the roofs of their homes. They were later rescued by an amphibious vehicle. In Pila itself and a neighbouring fishing village, the population, numbering about 900 people, had to be evacuated by army lorries. They were housed temporarily in public buildings in Porto Tolle. The damage in the valley has fortunately not been on the scale of the havoc in Calabria in 1951 and 1953 when hundreds of people lost their lives.

A FLOODED VILLAGE IN THE PO VALLEY: The main street of Pila, near the mouth of the Po, has been turned into a canal by the floods. About 1,000 people were evacuated from the village when the sea broke the dikes.

BESIEGED BY WATER: A flat-bottomed boat is used to rescue villagers marooned in their houses by the encroaching sea. Several villages near the mouth of the Po River were completely inundated. Inland, the flood from the sea was augmented when the Po broke its banks.

AN ISOLATED CHURCH IN PILA: Flood-waters wash round the foundations of the village church. Several nearby villages were isolated, including Isola Battaglia, and Ca'Venier and Ca'Zuliani were threatened with flooding.

THE CEMETERY IN CA'ZULIANI: The tombs of this little village cemetery are flooded as the sea creeps further inland driven by a strong north-east wind. The Adriatic advanced several kilometres into the valley each side of the estuary of the Po River before subsiding.

THE ITALIAN ARMY WORK ON THE DIKES: Men of an artillery regiment carry stones from a barge to repair the broken sea dikes against the Adriatic. At Pila three separate breaches were made, finally merging into one gap.

A GERMAN SALVAGE VESSEL IN MALTA : The *Energie*, one of the most powerful salvage lifting craft in the world, enters harbour in Malta on its way to Port Said from Hamburg. The vessel has been chartered by the United Nations. A large amount of British salvage equipment already at Port Said is to be left for the U.N. clearing organisation.

CLEARING THE CANAL

Dutch and German Salvage Vessels make their Way to Port Said

The Foreign Secretary's announcement that the Allied forces in the Canal Zone are to be evacuated " without delay " was accompanied by the statement that all the resources of the British salvage fleet would be made available to the United Nations clearance team to be used as they might decide. No reference, however, was made to the approval or non-approval of the Egyptian Government. At the same time, the Admiralty defined a possible programme which the salvage operations could follow. It stated that the first objective should be the shifting of the nine wrecks and two bridges which are known to block the Canal in Egyptian-held territory. Since a channel has already been cleared in the Allied stretch of the Canal, this would make it possible for vessels of less than 25 ft. draught and 60 ft. beam to pass through the waterway. Trade would be able to flow at once if this were done, even if the volume were considerably reduced in comparison with the normal rate. The Admiralty also announced that when all British salvage units have reached Port Said or Aden a fleet of thirty-five vessels will be at hand to begin operations.

THE " ENERGIE " IN MALTA HARBOUR : The German salvage vessel lies moored to a buoy in the harbour basin. Behind it and to the left are other salvage vessels also on their way to the Canal. In the background are naval units.

DUTCH VESSELS LEAVE ROTTERDAM : The Dutch tug *Gele Zee* (*Yellow Sea*) and the floating derrick *Arend* (*Eagle*) leave Rotterdam Harbour to join the United Nations salvage fleet which is assembling at Port Said to begin work on the Canal.

BRIDGING THE SITE OF THE NEW CANAL IN THE KARA KUM DESERT OF SOUTHERN TURKMEN: Two bridges to carry the railway and a road are being constructed across the partly prepared site for the new canal, which is to run westwards from the River Amu Darya across the Kara Kum Desert. At one time it was planned to join the main Turkmenian Canal, which was to have run from a point south of the Aral Sea to the Caspian Sea. Work on this project has stopped, owing to unforeseen difficulties.

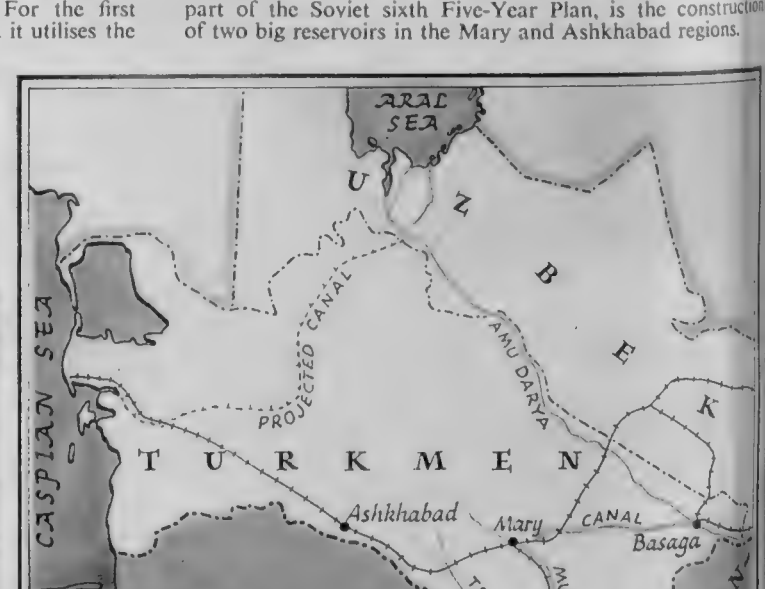
WATER FOR THE KARA KUM

The New Canal in Soviet Turkmen will be Used for Irrigation as well as Navigation

The new canal now being built across the Kara Kum Desert, in southern Turkmen, will be a major waterway with its entire length open to shipping. At present, the length of the canal is envisaged as being 250 miles, with further extensions reaching as far west as Ashkhabad, making an entire length of 560 miles. Originally there were plans for it to link up with the projected main Turkmenian Canal. The Kara Kum Canal starts in the east in the middle reaches of the River Amu Darya, at the village of Basaga, some thirty miles from Kerki, and the first section extends for about 156 miles to Mary, on the River Murgab. The channel of the canal is being cut from both ends simultaneously and the section is expected to be completed during this year. For the first eighteen miles of its course from the Amu Darya it utilises the existing Basaga-Kerki Canal, the channel of which has been widened to 55 yards. It then cuts into the desert and for about fifty miles follows the bed of the Kalif Uzboy, an old river which has dried up. Pools have been formed along the route as well as reservoirs, and locks for shipping have been built at the required points. The last stretch of the canal, which extends to about 120 miles, lies through sands.

In addition to its use as a navigable canal it is primarily intended to irrigate extensive tracts of cotton-fields in the Murgab Valley. Eventually, it will irrigate 750,000 acres in the Murgab Delta and a similar area at the Tedjen Oasis. Also included in the canal and irrigation schemes, which form part of the Soviet sixth Five-Year Plan, is the construction of two big reservoirs in the Mary and Ashkhabad regions.

THE SITE FOR PART OF THE CANAL: For about 120 miles the canal route lies through sands. The average depth of excavation for the channel in this region is a little under 20 ft., but in some places it will be as much as 50 ft. The Kara Kum Desert covers about three-quarters of Turkmen.



ROUTE OF THE CANAL: It starts at Basaga and runs through the desert to Mary. Later, it will extend across the Tedjen to Ashkhabad. The projected, and now temporarily abandoned, Turkmenian Canal is indicated by a broken line.

PREPARING THE WAY: The two graders are being used in the initial work on a section of the canal. Powerful excavators and bulldozers are also being employed in the construction. The organisation responsible for the work is known as the Kara Kum Hydrostroi. Homes for the workers have been built along the canal.

DEEPENING AND WIDENING THE CANAL BED: The work is being performed by small suction dredgers. The first stretch of the canal from the River Amu Darya is expected to be completed this year. This will be 156 miles long and reach the town of Mary on the River Murgal. The total length of the canal will be about 560 miles.

A PARTLY-COMPLETED SECTION OF THE CANAL: The dredger is discharging its rubble beyond the canal banks. As well as being navigable throughout its entire length, the canal will be used to irrigate new cotton plantations. In 1954 it was stated that the area under cotton in Turkmen was being extended to nearly 600,000 acres, and that the output of raw cotton was to be raised to 621,000 tons by 1958. The entire cost of the construction of the Kara Kum Canal is being borne by the State.

THE QUEEN AT THE THEATRE

A Visit to a French Company in London

The Queen went to the Palace Theatre for one of the final performances in the four-week season of the Madeleine Renaud–Jean-Louis Barrault Company from Paris. She was welcomed by the French Ambassador, M. Jean Chauvel, and among those who joined the Royal party were Sir David Eccles, Minister of Education, and the distinguished French soldier Marshal Juin, who was on a farewell visit to Britain on relinquishing his command of Allied Forces, Central Europe.

The play which Her Majesty saw was *Occupe-Toi D'Amélie*. Georges Feydeau's classic is often regarded as the origin of the English idea of French farce, and in their London season the distinguished company from Paris made the most of the ludicrous situations revolving round the *cocotte* Amélie and her lovers. Madame Madeleine Renaud played the title role and M. Barrault made a brief but telling appearance.

During their month's visit the French players presented a programme which showed their great capabilities in many forms of drama. Besides *Occupe-Toi D'Amélie*, they gave four other plays: Moliere's *Le Misanthrope*; *Christophe Colomb*, by Paul Claudel; *Intermezzo*, by Jean Giraudoux, and *Le Chien du Jardinier*. This last is a light comedy based by Georges Neveux on a play by Lope de Vega, and is the latest addition to the repertory of the Renaud–Barrault Company. In the bill with *Le Chien du Jardinier* was included a diversion, *Les Suites d'une Course*, which permitted M. Barrault to demonstrate his reputation as France's greatest mime.

THE QUEEN SEES A FRENCH FARCE: Seated with Her Majesty at the Palace Theatre, in London, are (from left) M. Chauvel, the French Ambassador, Marshal Juin, Madame Chauvel and Sir David Eccles, the Minister of Education. The Queen was attending *Occupe-Toi D'Amélie* during the recent Renaud–Barrault season in London.

THE QUEEN WITH A LEADING THEATRICAL PERSONALITY FROM FRANCE: Her Majesty stands in the foyer of the Palace Theatre. With her is Madame Madeleine Renaud, who is a joint Director of the French company and played a leading part in *Occupe-Toi D'Amélie*. The French season in London finished last week.

WELCOMING HER MAJESTY: She is greeted at the theatre by M. Chauvel, the French Ambassador in London, on her arrival for the performance of *Occupe-Toi D'Amélie*. Centre is Madame Chauvel.

AN HONOUR FOR THE FRENCH PLAYERS: Members of the Madeleine Renaud–Jean-Louis Barrault Company in their stage costumes are presented to the Queen by Madame Renaud at the theatre.

OIL UNDER THE SEAS

Engineers are Drilling the Ocean Bed for Oil in Many Parts of the World

THE importance of oil in the modern world needs no emphasis. It is vital to industry, transport and hundreds of aspects of daily life in every civilised society. The source of this necessity is the oilfield. The phrase "oilfield" probably conjures up for most people a picture of tall, steel pylons stretching interminably over a desolate plain or, perhaps, above the hot sand of a desert.

This is quite correct. But it is a little-appreciated fact that oil is basically associated not with land but with water. It is formed from animal and vegetable life which originally lived in the sea but which has died and sunk to the bottom and become buried in sands, clays and silts deposited on the sea-floor by large rivers. Generally speaking, oil can only be found in land that was once under the sea.

It is therefore logical to assume that where there is still ocean, there may be oil beneath. Engineers have long accepted this assumption. But it is only comparatively recently that scientific and constructional means have enabled them to put this opinion to the test. Oil is now being sought in and raised from the sea in increasing quantities in many parts of the world. It is estimated that in 1955 oil companies invested a total of more than 1¼ billion dollars (about £440,000,000) in all phases of offshore oil exploration and development. From the nature of its situation, an offshore oil operation, as the raising of oil from the sea is usually called, is more costly than the equivalent work on land. It taxes, too, all the ingenuity of scientists and engineers.

There are two stages in an offshore operation: first of all, the research to establish whether oil does exist in any given section of the ocean bed; secondly, the actual raising of the oil.

In the exploration an important consideration is the depth of the ocean. Obviously, it would not be possible to drill through really deep water. The present record from surface to sea-bed for any offshore drill is 97 ft. Although greater depths will doubtless be possible in the future, it would be sensible at the moment to limit preliminary exploration to areas no deeper than 100 ft.

No surveyor hopes to "strike" oil. What he does plan to do is to discover whether the rocks below the sea are of formations which might possibly contain oil. This is all he can set out to do. With this purpose in mind he has at his command two main methods—the gravimeter and the seismographic system.

The functional part of a gravimeter is an instrument which is like a pendulum. When it is placed above rocks, the direction in which it swings indicates the nature of the strata. For sea-bed research it is placed in a protective casing and dropped from a ship into the water. Its reactions are relayed by remote control. In other words, indicators in the vessel will show what chance there is of finding oil in the area where the gravimeter is being employed.

It is a laborious method. Quicker, but more complicated and infinitely more costly, is the seismographical survey. This, in effect, means simulating earthquake conditions at sea. A specially-equipped ship looses off depth-charges. The explosions set up vibrations from the ocean-bed. These vibrations are picked up by geophones, delicate instruments lying in the water and connected to the ship by cable. The reactions of the geophones are recorded upon charts. Experts studying these graphs are able to say whether or not they think there is any likelihood of oil lying below the area of the sea-bed.

One of the best-equipped of the "earthquake" ships is the S.S. *Seislim*, a converted Royal Naval corvette. Besides her scientific apparatus, she has a landing platform for helicopters so that the geophone charts can be flown back to land as quickly as possible for analysis. Last year she was engaged on operations for the Shell Company in the South China Sea. A few months ago she was chartered by the British Petroleum Company to search for oil off the south of England.

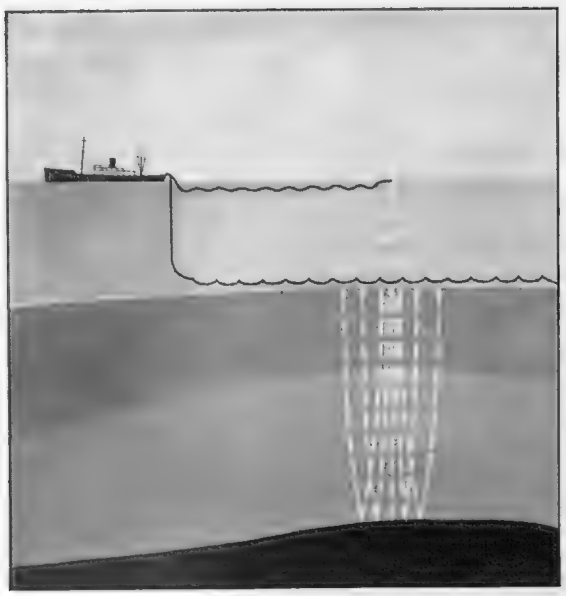
Neither gravimeter nor seismographic survey can do more than indicate the probability of oil. To be certain, an exploration or deep test well must be sunk. At sea this can be involved and expensive.

If the oil is believed to be lying close to the shore, then the usual land method can be employed, with a slight variation. A drilling unit is set up as near to the water as possible. The drill is then pushed out at an angle into the sea-bed. If oil is discovered it can be raised

(*Continued on following pages*)

AN "OIL ISLAND" SIXTY-THREE MILES OUT TO SEA: "Mr. Gus" is the nickname given to this construction of the Shell Company. It is seen 63 miles out in the Gulf of Mexico, when it was drilling farther offshore than has ever been done before. Besides equipment and accommodation, it has a helicopter landing platform (left foreground).

IN THE WATERS OF SOUTH AMERICA: A drilling platform stands out from Lake Maracaibo, which is an inland bay covering 5,000 square miles in Venezuela. This republic is the world's largest petroleum exporting country.

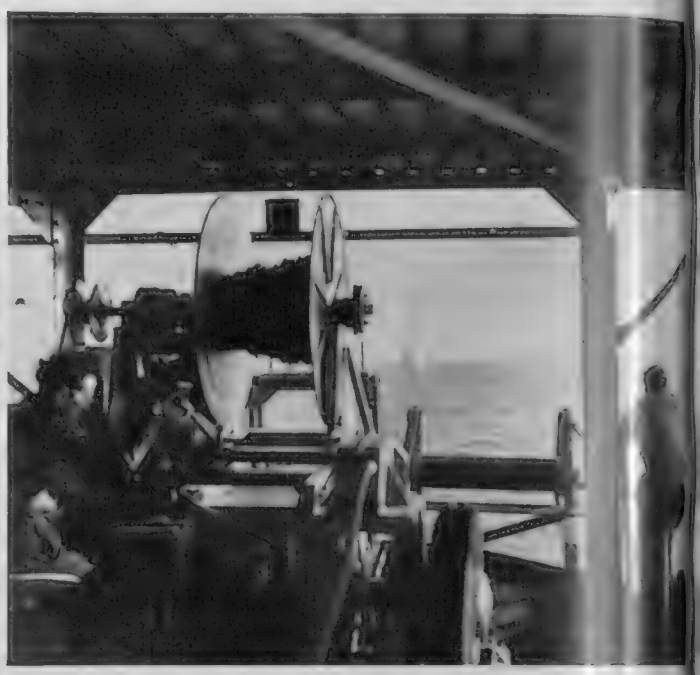


A SEISMIC SURVEY AT SEA : The diagram shows a depth-charge setting up vibrations (white lines) from the ocean-bed. The reactions are recorded on electronically-controlled instruments on cables from the ship.

RAISING THE OIL : Deposits have been found close to the shore. The drill has been erected at the water's edge and angled out to reach beneath the ocean. This method is not so costly as erecting " islands " for drilling into the sea-bed.

A GRAVIMETER IN OPERATION : The bell-like case is let down from the ship. Inside is a delicate instrument which registers reactions to the types of rock and relays its findings by remote control to the vessel.

THE LINK BETWEEN SHORE AND "OIL ISLAND" : An aerial ropeway runs out to sea to a drilling platform sunk in the South China Sea about a mile off the coast of British North Borneo. The ropeway makes the platform accessible in stormy weather when ships cannot approach.



SEARCHING FOR OIL IN BRITISH WATERS : A depth-charge explodes from the ship *Seislim* during its survey off Dorset. The winch in the foreground controls the cable on which are recording instruments.

A NEW TYPE OF AMERICAN OFFSHORE DRILLING PLATFORM : It is preparing to operate off the mouth of the Mississippi. Two inflatable steel pontoons on the base provide stability for the heavily-equipped platform.

OIL UNDER THE SEAS

(*Continued from previous page*)

through this oblique angle. But if the likely area is well out in the sea a far more complex operation is required. It involves the construction of nothing less than an artificial island. The structure is like a gigantic pier. It has to be built on land to the necessary specifications and then towed out to sea.

To take a few of the problems which confront the constructors : the island must be static ; it must be able to withstand severe weather ; its foundations must be the base for several hundred tons of material, since derricks, drills, accommodation for the crew and a mass of other equipment must be maintained on it ; and if oil is found, means must be devised of getting it back to the land.

An excellent example of offshore drilling is the Shell Company's " Mr. Gus." This is the nickname given to a man-made island which has been towed about the sea off the east coast of America. " Mr. Gus " is an astonishing structure. On both sides it has a number of thick steel poles. They are raised when the structure is being moved and sunk to the sea-bed when the site is reached. Their sinking raises the platform on which are derricks, all the paraphernalia for the drill, housing for the staff, and a helicopter landing-ground. The use of aircraft means that the platform is not dependent for its communications on ships.

If the exploration into the sea-bed does produce positive results, the final stage is the establishment of a permanent oil island, or a number of islands. However much oil is raised, it still has to be transported to refineries on shore. Tankers for this task often must be small in size and of shallow draught and their approach is dependent on the weather. Pipe-lines running through the ocean are a common means of getting the oil to the land. In the South China Sea the Shell Company has built an overhead ropeway to a platform about a mile offshore from Borneo for the purpose of transporting personnel and material.

Oil does exist under the sea and it can be raised. Many oil companies are now showing how to do it. But it would be foolish to imagine that widespread offshore operations could be started to-morrow. Apparatus has not yet been devised for bringing it up through any great depth of water.

Another limiting factor is cost. It was stated earlier in this article that oil companies had invested in one year 1¼ billion dollars in offshore oil exploration and

LOWERING A RESEARCH INSTRUMENT : The steel protective casing containing a gravimeter is let down from a Shell Company launch in the Persian Gulf near Qatar.

IN THE SOUTH CHINA SEA : The view is from the car of the overhead ropeway from the coast of Borneo as it reaches its terminus on the marine drilling platform. The latter structure is based on a prefabricated tubular steel jacket which is securely fixed to the sea-bed. This foundation can support a weight of 200 tons.

A POSSIBLE OIL AREA : A cascade goes up from a depth-charge in the Persian Gulf. The vibrations recorded from the sea will show whether rocks below bear oil.

development. But, it should be added, revenue from these operations amounted to no more than 250,000,000 dollars, or one-fifth of the total expenditure. Surveys and exploration wells may often produce negative results.

However, in spite of the problems of depth and expense, there is every reason to suppose that offshore oil exploitation will continue. Plans are reportedly being made for research projects running into many years, and there is news of new drilling rigs for greater depths.

Finally, there is the political problem. To date, most offshore exploration has been in territorial waters and drilling concessions have been obtained by those concerned from the coastal nations. Even where drilling has been done outside territorial limits, concessions have still been taken because the oil has to be brought back to the nearest land. The rights of truly independent oil islands, if they ever came into being, would pose a nice question for international law.

TWO METHODS OF OFFSHORE DRILLING : In the foreground is a well on the shore of Lake Maracaibo, in Venezuela. By angling the drill below ground, some of the oil beneath the water can be drawn up. In the right background is an oil platform sunk in the lake. The system of drilling from the land is considerably cheaper.

WHY ROBINS ON CHRISTMAS CARDS?

The Nature and Habits of the Robin, a Most Misunderstood Bird, are not at all in Harmony with the Christmas Spirit

By BRIAN VESEY-FITZGERALD

EVEN more than the turkey—especially in these days of small households—the robin is the Christmas bird. Everybody knows the robin: it is, beyond all doubt, the best known of all British birds. This is not because it is, as the expert ornithologists tell us, the third most plentiful bird in Britain, but because it is depicted (so experts in another field assure me) on about one in three of all the millions of Christmas cards published annually in this country.

Personally, I have always thought it strange that the robin should have conquered the Christmas card. Christmas cards are a comparatively new feature in British life. The first one was published in 1846. It was a realistic card: it showed a family sitting down to an enormous dinner. It showed no holly, no snow and no robin: only food and drink in great quantity.

I have not been able to discover, though I have been searching off and on for a good many years, when the robin first invaded the Christmas card. It was certainly at a later date than both holly and snow—holly reached the Christmas card before snow, by the way—and I do not think that it was before 1851.

Christmas is, primarily, a religious festival, and, if the robin has any connection with religion, one would expect it to be featured on Easter cards. For the legend is that the robin got its red breast through going to the aid of Our Saviour when He was on His way to the Cross. The earliest reference in English to this legend appears to be this, written by John Hoskyns in about the year 1600:

> Bearing his cross, while Christ passed forth forlorn,
> His God-like forehead by the mock crown torn,
> A little bird took from that crown one thorn
> To soothe the dear Redeemer's throbbing head.

But the legend is, of course, much older than 1600. Originally, it seems, it referred to the scarlet cap of the goldfinch. I am not sure that the goldfinch occurs in the Jerusalem neighbourhood; I rather think not. The robin certainly does not occur in the neighbourhood of Jerusalem, and there is no evidence to show that it ever did. But one cannot expect ornithological exactitude in legends.

In any case, no one would dream of associating the robin with Easter. Why then Christmas? Possibly, the connection has something to do with the robin's reputation as a pious bird. This reputation is very much older than any legend to do with the Cross. The Rev. J. M. MacWilliam, a great authority, has suggested that the firm belief that the robin is a pious bird goes back to one of the very early Irish saints in Scotland, St. Serf, who is reputed to have had a tame robin. There may also be some connection with the folk-story of *The Babes in the Wood.*

Be that as it may, the reputation is there: for some centuries at least the robin has had something approaching a semi-sacred status in this country. Indeed, it is regarded, and has been for many years, as an outrageous thing to kill a robin. (This did not, however, prevent our pious Victorian ancestors from killing robins. There was, until almost the end of the Victorian era, a flourishing trade in robins' feathers, used both as decorations for the more expensive Christmas cards and as trimmings for ladies' dresses.)

> Art thou the bird whom Man loves best,
> The pious bird with scarlet breast.

So sang Wordsworth. "Whom Man loves best." In those four words, I think, lies the secret of the robin's successful invasion of the Christmas card. We love the robin, especially in winter. As a matter of fact, we scarcely notice the bird in the summer. But it is very much more noticeable in the winter, when the red breast shows up so prettily against the snow.

On the Continent, although the legend of the Cross is well known and although the robin is also widely regarded there as a pious bird, it has not been successful in conquering the Christmas card. Occasionally it gains a foothold, but no more than that. And the reason is not far to seek. On the Continent the robin is not regarded with any particular affection, save as an item of food.

Nobody in Britain now would dream of eating a robin—I have tried, and I agree wholeheartedly with cats, who will kill but not eat them, that they are uneatable. But, at least until the end of the seventeenth century among the upper classes and until the middle of the eighteenth by the lower classes, the robin was regarded as something of a delicacy. There are still recipes in existence to prove it. Many Continental people still regard the bird as a tasty dish.

It is not difficult to account for this lack of affection for the robin on the Continent. It is not merely that the bird is eaten: we eat the partridge, and also regard it with great affection. It is a question of tameness. Continental robins are not as tame as British robins. Whether this is because they are sometimes eaten is a moot point—indeed, the whole question of tameness is one for argument—the fact remains. In England a tame robin is by no means uncommon: on the Continent it is a rarity.

A SONG OF DEFIANCE: In this photograph, taken by the late Dr. M. S. Wood, a pair of robins try to overawe each other by vociferous challenge and by flaunting their red breasts.

A ROBIN WITH ITS PREY: This study by Eric Hosking shows a robin with an insect it has just caught in its beak. When this intelligent bird shows interest in a gardener, its motive is not friendliness, but hunger for the insects his spade will turn up.

It is the tameness that does it. The robin is not a particularly beautiful bird and it has not got a particularly beautiful song, despite James Clarke's

> The wood robin sings at my door,
> And her song is the sweetest I hear
> From all the sweet birds that incessantly pour
> Their notes through the noon of the year.

But it is a bird of very considerable character, and quite one of the best bluffers in the whole of the avian kingdom. Its tameness tickles our pride: we feel that it is a compliment to ourselves. And, added to this powerful factor, is another but little less powerful—sentiment.

In fact, of course, the robin is no tamer than a lot of other birds. Individual robins may be, but not robins as a whole. For friendliness, the species cannot hold a candle to the house-sparrow or the pigeon of the towns It is certainly no tamer than the blue tits that raid our milk bottles of a morning or come into our houses to peck at the wallpaper. I should doubt very much if it has any superiority in this direction over the chaffinch.

Yet we do not think of these birds when we talk of tameness in birds: we think only of the robin. And it is true that there are more individuals who will come to perch on hand or shoulder than there are tits or chaffinches, though both of these will do so. It is not really that the robin is more tame, certainly it is not that the robin has a particular regard for English men and women. He does not hang around when we are gardening, he does not perch on the fork, because he has a deep appreciation of our charm or of our horticultural knowledge—it is merely that the robin is a bold and assertive, and comparatively insensitive, little bird.

In the bird world the robin must be ranked as a pugnacious individual and more than a bit of a bully. And that applies to both sexes. This has been recognised by the English countryman, who, knowing full well that the robin is a fighter, has credited the young birds of the year with killing off their parents in the autumn. That tale, for it is no more, is very widely believed by country folk, very few of whom read bird books.

Young robins, of course, are not red-breasted: they are spotted rather like the breasts of song thrushes. There comes a time when the spotted breasts disappear. For a day or two there seem to be more robins than usual about, and then again only the single bird or maybe two. And in that day or two there has been a good deal of fighting. It is easy enough to see how the belief arose, easy to understand how proud man can be of "taming" this fierce killer of parents so that it will come to him when he digs his garden.

And it is easy enough to laugh. But, at least, the countryman has used his eyes. That is more than can be said for the artists who design Christmas cards. They, it is evident, neither use their eyes nor read bird books, for every year it is possible to buy Christmas cards showing anything from three to six robins perched side by side on a branch of holly. This is something that, in real life, has never been seen at Christmas. Robins do not sit happily side by side at Christmas: they fight.

Wordsworth has written much about the robin:

> Driven in by autumn's sharpening air
> From half-stripped woods and pastures bare,
> Brisk robin seeks a kindlier home.
> Nor like a beggar is he come,
> But enters like a looked-for guest,
> Confiding in his ruddy breast,
> As if it were a natural shield
> Charged with a blazon on the field,
> Due to that good and pious deed
> Of which we in the ballad read.
> But pensive fancies putting by,
> And wild-wood sorrows, speedily
> He plays the expert ventriloquist;
> And caught by glimpses, now—now missed
> Puzzles the listener with a doubt
> If this soft voice he throws about
> Comes from within doors or without!
> Was ever such a sweet confusion
> Sustained by delicate illusion?

There is a good deal in those lines for the naturalist to consider. Wordsworth was a good observer. He knew the autumn movement from the woods to the farms and gardens and he knew the autumn song.

But, on the robin, by far the best of the poets is John Clare:

> Sweet little bird in russet coat
> The livery of the dying year,
> I love thy lonely plaintive note,
> And tiny whispering song to hear.
> The veriest clown, beside his cart,
> Turns from his song with many a smile,
> To see thee from the hedgerow start,
> To sing upon the stile.
> Upon the ditcher's spade thou 'lt hop,
> For grubs and wreathing worms to search;
> Where woodmen in the forest chop,
> Thou 'lt fearless on their faggots perch. . . .

Good John Clare. A true countryman, the son of a farm labourer and himself at times a cow-hand and a tramp, he used his eyes and knew his bird. He knew, because he watched so closely all alone by himself in the fields, the secret of the robin, which is the secret of a successful life, that near untidy, thriftless man food may be found in quantity and without trouble. But the robin has found, too, that, in Britain at least, man is a creature of sentiment, a creature upon whose emotions it is easy to play. It is this, and dim-remembered tales of piety: this and the perky upright carriage on the snow-covered lawn: this, and maybe the liking for old boots and tin cans as nesting sites: this, and nostalgia for a dream-England, that have made the robin the Christmas bird.

I often wonder what would have happened if the partridge had a red breast and had been gifted with half the know-how of a robin.

BRUSSELS STREETS ARE GAY WITH LIGHTS: Above the traffic in this thoroughfare in the Belgian capital is a long stretch of illuminated streamers and emblems. In most big cities in Western Europe and elsewhere, streets and buildings are now lit up for the Christmas season. Brussels has a variety of attractive illuminations.

A THEME FROM SEA AND RIVER: Fishes, sea-horses and swans shine over a Brussels street where some of the Christmas decorations illustrate a marine theme.

ILLUMINATED ARCHES OVER A BOULEVARD: The skilful placing of the lights gives people in a boulevard in Brussels the impression of passing under an extensive series of illuminated arches.

In many countries, cities are bright with Christmas lights and decorations. They present cheerful scenes and some may find them a welcome antidote to the political situation. In the West End of London, Regent Street, as usual, draws the attention of the crowds of shoppers. This year the theme is "The Arabian Nights" and, especially at night, cunningly contrived lanterns give an effective Oriental impression. The Belgians are a people who throw themselves wholly into the Christmas spirit. Since the beginning of the month Brussels has been extremely gay at night. Most ingenious themes have been contrived with lights over the boulevards in the centre of the city. London and Brussels are two of many capitals showing their individuality in Christmas decorations.

CHRISTMAS DECORATION

Festive Gaiety in Streets in Brussels and London

On right—
BY DAY AND BY NIGHT IN A STREET IN LONDON: The two pictures show Regent Street in festive mood. The "minaret" lanterns are each surrounded by aluminium globes and hang from the façade of the street. At night these 7-ft.-long lanterns are lit up and produce an oriental effect. This is in keeping with the theme of "The Arabian Nights" which has been chosen for this year's decorations by the Regent Street Association. For some years they have made their highway a special London Christmas attraction.

AN ATTACK ON A MOST SERIOUS MENACE TO THE RIVER CONGO: A launch sprays a concentration of water hyacinths in a stretch of the great river of the Belgian Congo. The plants are blocking the surface and in the water they do great damage among fish by absorbing oxygen and so killing them. Recently the colonial authorities have started a full-scale operation against them and are using fleets of boats armed with chemical sprays to exterminate these pretty but menacing flowers.

BATTLE AGAINST FLOWERS

In the Belgian Congo a Full-Scale "War" is Being Waged Against a Water Plant Which is Attractive but Destructive

The Water Hyacinth, or *Eichhornia crassipes*, to give its botanical name, has a cluster of funnel-shaped, lavender-blue flowers above a thick stalk. It is attractive but dangerous, for it often floats on the surface of water and multiplies rapidly so that it blocks rivers and channels with the most damaging results. For this reason the plant has been nicknamed the "lilac devil" or "million-dollar weed."

Until a few years ago it was generally regarded as indigenous to South America. Some time between 1951 and 1952 it suddenly made an appearance in the mighty River Congo. How it reached the Belgian Colonial territory of Central Africa has never been discovered. At all events, it propagated with amazing speed. It was found that one plant could grow to a family of as many as a thousand within the space of a few months and the resultant tangle of roots, each of which might be 24 ins. long, not only impeded the flow of the stream but also, by absorbing oxygen in the water, killed off the fish.

The Congo is the sixth longest river in the world. It flows for 3,000 miles and is fed by a multitude of tributaries before it reaches the Atlantic Ocean. Its source is in British territory but its main course is through the Belgian Congo and the colony depends much on the navigability of the river and its tributaries.

By the beginning of this year several hundred miles of waterway were choked. The authorities decided that the only way to combat this menace was to launch a full-scale offensive. A force of 300 men was assembled and trained to operate under fourteen European supervisors. Last March they began their operations. Their tactics are simple. They drive in launches into the concentrations of water hyacinths and spray them with weed-killer. The treatment from automatic and hand sprays is repeated several times to ensure the death of the plants.

A campaign of this kind requires considerable planning. For instance, about 150 boats of various kinds are being employed. They have to be maintained and serviced. For this purpose a number of depot ships are stationed at points along the river. To date, in nine months, some 700 miles of the river have been cleared by these slow but effective tactics. Even so, it seems that the results are not regarded as sufficient. It is now reported that the Congo authorities have called in the Army to assist in the operations with men and equipment.

A FLOTILLA HEADS FOR ACTION: Launches, some of them towing canoes, make looking for one of the many areas blocked by water hyacinths and are Belgian Congo has formed for the campaign against the plants. In five

PLANNING THE TACTICS: The crew of a launch which has thrust deep into the water hyacinths on the River Congo decides the plan of attack on the pestilent plants.

On left—
AN "ARTILLERY BARRAGE": A spray is turned on to destroy the flowers. It is one of many which will operate in this area.

On right—
ON THE OFFENSIVE: The operator (second from right) sprays poison on the water hyacinth flowers.

ir way along the River Congo. They are
t of the force which the Government of the
rs the hyacinths have done enormous damage.

BASES FOR THE OPERATIONS: Two depot ships lie at anchor with a number of small craft by the side of the vessel on the left. From headquarters such as these the campaigns are launched against the water hyacinths. In nine months some 700 miles of the River Congo have been cleared of the destructive plants by means of spraying chemical weed-killers.

AN IRISH TINKER ON THE ROAD

A Glimpse into the Life of Ireland's Wanderers

One facet of the Irish scene which few visitors fail to see is the horse-drawn caravans and carts of the itinerant tinkers. To-day it is estimated that there are about 5,500 tinkers in the country, most of whom never travel alone but are accompanied by large families. Their lives still depend to a great extent on the wiles of begging, but an increasing proportion of them are turning to more industrious and more stable crafts to provide a means of support.

There is one stigma their kind has carried through the centuries and which it still carries to some extent to-day. This is the suspicion and hostility which is accorded them by local authorities and rural populations. Mixed with it is something that approaches superstitious awe, easily aroused in the Irish people. Yet unlike the gipsies in this country, they are not a strange race, but Irishmen with Irish names and speech.

A HOME ON WHEELS: Mrs. Coffey, the wife of an Irish tinker, makes tea watched by her youngest daughter during a roadside halt about ten miles from Killarney.

The arguments about the origin of the tinkers vary greatly. According to one theory they are the descendants of Phœnician tinsmiths who found their way over to Ireland from Cornwall. Some historians claim that they are descended from the craftsmen and armourers of the ancient kings of Ireland. A third theory maintains that they are the remnants of the "raparees," bands of freebooters which once scourged the country. In the early eighteenth century these bands lent their name to the word "rap," which was derived to describe a counterfeit Irish copper coin which passed as a halfpenny, though only worth intrinsically a quarter of its nominal value. The word survives in the expression "not worth a rap." Whether this theory of the origin of the tinkers is right or not, the taint of being descended from the raparees seems to have come down the centuries.

The majority of Irish tinkers have for decades past repaired old kettles and kitchen pans or made pots out of tin. An unknown number continue their ingrained habit of manufacturing false rings, for they are skilful metal workers. These rings are actually made from old brass buttons and then cleverly polished and burnished so that they resemble gold. But the most profitable of all the trades in which they engage is the feather business. The tinkers buy modern spring mattresses in Cork or Dublin and take them round the farms, handing them over in exchange for an old tick of feathers. It sounds a poor exchange until one realises that the feathers are worth almost £10 a tick.

To-day the tinkers are tolerated to a large extent compared with the persecutions which were once directed against them. In the sixteenth century they were classified together with peddlers, rogues and vagabonds, and were said to be "persones more hurtful than necessarie." They could only travel with a licence signed by two J.P.s, and at the best of times were liable to severe whippings and having the gristle of their ears burned with a hot iron of 1-in. compass. A century later the situation was not much better, and a magistrate bemoaned the fact in a letter to a colleague stating that they were such scoundrels that "only the tenth felony comes to light." Modern tinkers do not suffer such persecution to-day, but the distrust of centuries largely remains.

A FAMILY ON THE ROAD: The tinker's caravan is followed by a smaller cart laden with sacks of feathers and cloth rags. This particular family of Irish nomads lives by selling mattresses in the numerous towns and villages it passes through. To-day it is estimated that there are over 5,500 tinkers on the roads of Ireland.

AMONG IRELAND'S LAKES AND HILLS: The Coffey family move off after a brief roadside halt. Over the centuries tinkers and gipsies have always been regarded with suspicion and distrust by local authorities and the rural populations, but to-day many of them live simple and industrious lives.

THE NIGHT CAMP FIRE: Mr. and Mrs. Coffey sit round the camp fire at the night halt while their children prepare for bed. The horses have been picketed nearby, watched by a dog.

THE ANNUAL DECEMBER BLOODSTOCK SALES ARE HELD AT NEWMARKET: While potential buyers or their representatives look on critically, one of the horses is paraded around the sale ring. During the sales, which lasted five days, well over eleven hundred lots were offered. Many of these were acquired by American buyers for stables across the Atlantic. Mares and foals were particularly in demand, for studs and training establishments. Sales of 308 lots on the first two days totalled 229,345 guineas.

HORSES ARE LED THROUGH THE SALE PADDOCK: One of the lots disposed of on the fourth day of the sale, Sir Victor Sassoon's mare Sailing Eve was to be sold for the benefit of the Hungarian Relief Fund. After next year, the yearling sales held by Tattersall's at Doncaster for over a century will be transferred to Newmarket, where they will take place in the Park Paddocks.

BLOODSTOCK AT NEWMARKET

The Annual December Sales Attract many Foreign Buyers

Buyers from overseas were prominent in the first days of the annual December bloodstock sales at Newmarket. Over eleven hundred mares, foals, yearlings and other classes of horse were offered in the sales, which lasted five days. Some of the best lots are going to racing stables, training establishments and studs in the United States. They included Tall Chief, which won the Grand Prix de Deauville this year, and King Bruce, the winner of last year's Stewards' Cup. There was an especially brisk demand for foals and mares. The Hungarian Relief Fund was to receive the proceeds from the sale of Sir Victor Sassoon's eight-year-old mare Sailing Eve, by Blue Peter out of the Mieuxce mare Eve, which is believed to be in foal to the 1953 Derby winner, Pinza. After next year, the yearling sales held at Doncaster will be transferred to the Park Paddocks at Newmarket. Tattersall's announced that they had tried to arrange to continue the sales at Doncaster on a new site near the racecourse, but it had been decided that this was not economic.

THE PARADE BEFORE THE BEGINNING OF THE SALES: *Above* and *on right*—Horses which are to be disposed of show their paces before an expert gathering in the sale paddock. Among high prices realised was 17,000 guineas for Mr. L. L. Lawrence's Vertige, a five-year-old mare by Precipitation out of Perfume II. On another day, Mr. B. Samuel gave 9,000 guineas for the Princess Royal's mare Millet, which is in foal to the Queen's horse Aureole, winner of the King George VI and Queen Elizabeth Stakes at Ascot in 1954.

A SHIPPING SURVEY

Recent Shipping Events in America, Holland and Great Britain

LAUNCHING THE TANKER "STORFONN": The 34,900-ton tanker leaves the slipway at the Belfast shipyard of Messrs. Harland and Wolff Limited. It is being built for Messrs. Sigval Bergesen, of Stavanger, and their Associated Companies. Built to the requirements of the Norwegian Ship Control, the vessel is of trunk deck type with water ballast tanks between the decks. She has a raked stem and a cruiser stern. The propelling machinery consists of a single shaft arrangement of compound, double reduction geared turbines made by Harland and Wolff and capable of developing 12,500 s.h.p. ahead at a propeller speed of 112 r.p.m. The hull is divided by bulkheads into thirty cargo oil-carrying compartments.

THE U.S.S. "COMPASS ISLAND" IS COMMISSIONED: This new addition to the United States Navy is designed as a celestial navigation research vessel. She has been built to assist in the development of a navigational system independent of shore-based aids which can be used with any naval ballistic missile of the future. The *Compass Island* will take several celestial trackers or miniature observatories to sea with her to keep a continuous watch on the sky and supply a stream of data for the checking of position. The trackers are mounted on a navigational tower just forward of the main superstructure. A specially designed dome has been fitted to the ship's bottom to house equipment for reading sonar echoes. The perfected navigational system will not only aid missile ships but also ocean navigation in general.

THE STABILISING GEAR ON THE U.S.S. "COMPASS ISLAND": The steel fins which have been fitted to the vessel will reduce roll by approximately 90 per cent., thus ensuring truer instrument readings at sea.

A NEW ROYAL RESEARCH SHIP SAILS FOR ANTARCTICA: The 2,250-ton *John Biscoe* leaves Southampton on her maiden voyage to the Antarctic. Launched earlier this year at Paisley, Scotland, the vessel is carrying relief staff and supplies for the ten permanent bases of the Falkland Islands Dependencies Survey. While in Polar waters she will meet the Royal Yacht for the Duke of Edinburgh's tour of the bases.

ANOTHER HARLAND AND WOLFF LAUNCHING: A new motor-driven cargo-vessel, *Port Launceston*, enters the water from the slipway in the company's Belfast shipyard. The 8,400-ton motor-vessel has modern lines with a well-raked and rounded stem, a cruiser stern and streamlined superstructure. She is being built for Port Line Limited. The propelling machinery consists of one single-acting Harland and Wolff 7-cylinder two-cycle engine of the latest opposed piston design.

THE "EVGENIA NIARCHOS" IN DRY DOCK: The 47,120-ton super tanker *Evgenia Niarchos* lies in the King George V graving dock at Southampton. In the background is the ocean liner *Mauretania*. Built at the Yickers-Armstrongs shipyard in Barrow-in-Furness the tanker is in dry dock for an examination and painting of the underwater hull before she leaves for her final acceptance trials. When these are completed it is expected that she will be handed over to her owners, the Neptune Tanker Corporation (a Niarchos Group company). She will then be chartered to the Shell Group on a time charter. The *Evgenia Niarchos* and her sister super tanker the *Spyros Niarchos* are the largest merchant vessels built in this country since the war.

On left—

A LINER FOR THE HOLLAND AMERICA LINE: The radar tower of the 23,000-ton S.S. *Statendam* is swung into position at the Wilton-Fijenoord Yard, Schiedam, Holland, where the ship is under construction for the Holland America Line. A break has been made with tradition in that the customary two masts which no longer serve any purpose on a modern passenger liner have been replaced by this single radar tower. The maiden voyage of the new liner is from Rotterdam on February 6, 1957. She will call at Southampton on February 8 outward bound on her way to New York.

REALITY AND ROMANCE

A Remarkable New Play and an Opera Premiere in London

IN "THE DIARY OF ANNE FRANK": Perlita Neilson has the title role in the play at the Phœnix Theatre, London, which is based upon the diary of a Jewish girl in hiding from the Nazis in wartime Amsterdam.

AN INCIDENT IN A DRAMA FOUNDED ON FACT: In a tense scene in the "documentary" play at the Phœnix Theatre are, from left to right, Clarissa Stolz; John Gabriel; Miriam Karlin (on stairs); Kynaston Reeves (seated); Max Bacon; Vera Fusek; Harry Lockart; and George Voskovec.

THE REFUGEES' GARRET IN AMSTERDAM: In *The Diary of Anne Frank* are, on the upper level, Miriam Karlin, as Mrs. Van Daan, and Max Bacon (Mr. Van Daan). On the lower level are, from left, Perlita Neilson (Anne); John Gabriel (Mr. Dussel); Clarissa Stolz (Margot Frank); Vera Fusek (Mrs. Frank); Kynaston Reeves (Mr. Kraler); George Voskovec (Mr. Frank, on stairs); Harry Lockart (Peter Van Daan).

The Diary of Anne Frank can best be described as a "documentary" play, for it is based upon the diary which an adolescent Jewish girl wrote while hiding with her family from the Germans in an attic in Amsterdam during the war. Tragedy, especially the dread of discovery, is always present (Anne, in fact, later died in a concentration camp in Germany). Altogether it is a remarkable and unusual production splendidly directed by Frith Banbury.

THE BRITISH PREMIERE OF A NEW OPERA: In the last act of *Jenufa* at Covent Garden, Amy Shuard, who has the part of Jenufa, and John Lanigan, in the tenor role of Laca, kneel to receive the blessing of Edith Coates (the grandmother Burya) on the morning of their wedding. The bridesmaids are grouped on the right. The opera by Leos Janicek had its first performance in Britain at the Royal Opera House, in London, last Monday, with Rafael Kubelik as the conductor. The scenery and costumes were designed by Jan Brazda. In the current Covent Garden season opera alternates with ballet in the programmes.

PRINCIPALS IN "JENUFA" AT THE ROYAL OPERA HOUSE: Sitting is Amy Shuard (Jenufa) and with her is Sylvia Fisher (Kostelnicka) on the stage in Leos Janicek's opera.

TOGETHER AGAIN: Mr. Dulles, M. Pineau and Mr. Selwyn Lloyd are seen in Paris in search of concord before this week's conference of the fifteen Powers of the North Atlantic Treaty Organisation.

WESTERN DEFENCE

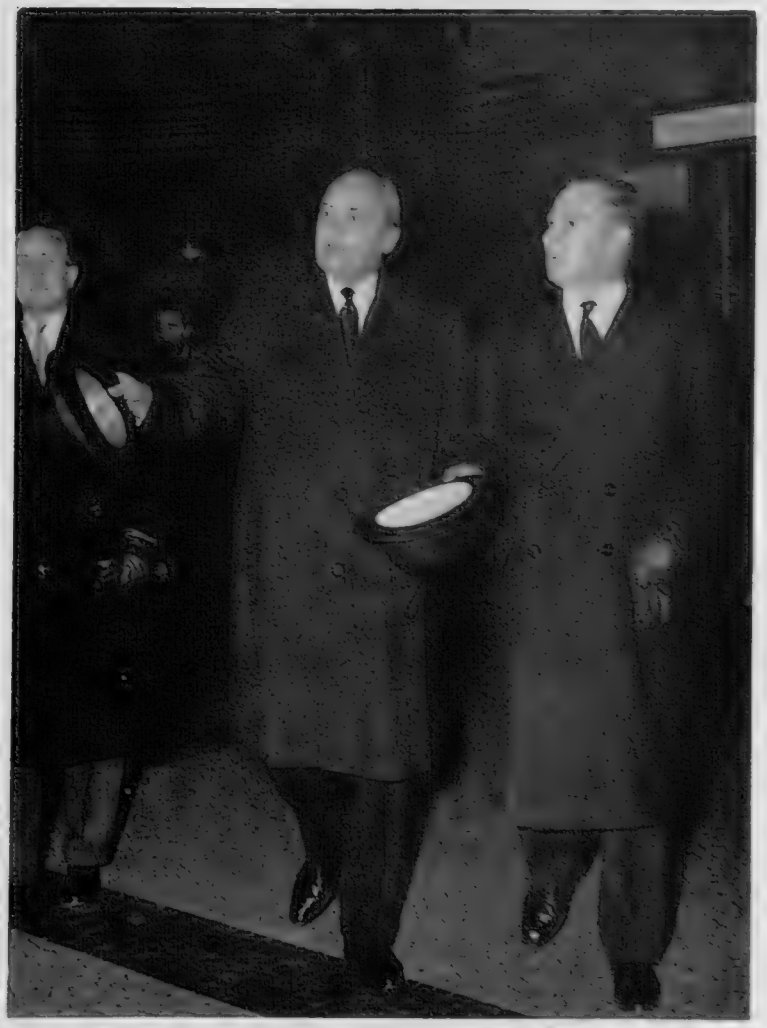
Britain, France and America get Together Again at the Atlantic Treaty Conference in Paris

"It is our firm purpose to find the way to bury past discords in a future of peaceful and fruitful co-operation." So spoke Mr. Dulles when he reached Paris for the Nato Conference this week. He added that unity of the West was essential against the "brutally real" threat of aggression in Hungary. Mr. Selwyn Lloyd, on his arrival, declared that he had come for "the most important Nato meetings ever held." Before the fifteen-Power Conference began, the American Secretary of State had talks separately with the British Foreign Secretary and the French Foreign Minister. It was believed the first steps had been taken to restore the Anglo-French-American alliance which was sundered by the Suez Crisis.

On right—

THE DELEGATE FROM CANADA: Mr. Lester Pearson, the Canadian Secretary for External Affairs, at London Airport on his way to the Nato meetings in Paris.

MR. JOHN FOSTER DULLES RESTORED TO HEALTH: The American Secretary of State is escorted by M. de la Chauvinère, Chief of Protocol, at Orly Airport, Paris. Mr. Dulles' journey to the conference was his first trip to Europe since his recent illness and stay in hospital.



ARRIVING FOR "MOST IMPORTANT MEETINGS": Mr. Selwyn Lloyd walks with Sir Gladwyn Jebb, the British Ambassador, through Le Bourget Airport. He said the Nato Conference would be "the most important ever held."

THAMES SWANS ARE DRIVEN FROM THE RIVER AFTER THE SINKING OF AN OIL BARGE IN NINE ELMS REACH AT BATTERSEA : They are being taken from the water for transportation to animal clinics for cleaning. About 350 swans were affected by the pollution caused by the oil after the sinking of the barge last Saturday, and more than 100 birds either died or had to be destroyed. The barge, the *Stone Heath*, had on board 200 tons of oil and it sank while in tow on the flood-tide. Pollution spread upstream to Twickenham, and down towards the Pool of London, one of the worst affected areas being near Cannon Street Bridge and London Bridge. Animal welfare workers, assisted by police in launches, were soon on the scene and the badly-affected birds were lifted from the water. They were then taken to the animal clinics at Southall, Putney and Ilford for cleaning and treatment. In some cases the rescuers found the birds motionless on the river banks. Some were beyond help as they had swallowed oil when trying to clean their feathers. It was expected that the oil would take several days to clear from the water. A similar incident occurred last January when about 300 swans were affected.

THAMES SWANS INJURED BY OIL

Hundreds of Birds are Taken from the River after Coming in Contact with Oil from a Sinking Barge

AT PUTNEY : Some of the swans await cleaning with mud-packs at the R.S.P.C.A. centre. As so much natural oil is taken away during the cleaning, the birds cannot enter the water again for about three weeks.

RESCUED FROM THE RIVER : Swans, saturated with oil, lie exhausted in a police launch after being lifted from the polluted water. *On right*—A rescuer carries an oil-spattered bird to safety. Among those taking part in the rescue operation last Sunday was Mr. Fred Turk, the Queen's Keeper of the Swans.

THE NEW ARCHBISHOP OF WESTMINSTER IN HIS STUDY : The Vatican has officially announced the appointment of the Most Rev. William Godfrey, Archbishop of Liverpool, to the See of Westminster in succession to the late Cardinal Bernard Griffin. Dr. Godfrey, who is sixty-seven, has been Archbishop of Liverpool since 1953.

NEW ARCHBISHOP OF WESTMINSTER

Dr. William Godfrey, Roman Catholic Archbishop of Liverpool, Succeeds the Late Cardinal Griffin

Dr. William Godfrey, whose appointment to the See of Westminster has been announced by the Vatican, was born in Liverpool in 1889 and educated at Ushaw College, Durham, and the English College in Rome. He was ordained in Rome in 1916 for the Archdiocese of Liverpool and the following year returned to this country after receiving his doctorates in philosophy and theology at the Gregorian University. There followed two years of parochial work before he was appointed to the staff of Ushaw College, remaining there until 1930, when he succeeded the late Cardinal Hinsley as Rector of the English College, Rome. He was elevated to the titular Archbishopric of Cius on his appointment as Apostolic Delegate to Great Britain in 1938. He continued to hold this office until his translation to the See of Liverpool in 1953.

Archbishop Godfrey, who is sixty-seven, is the second oldest bishop to be appointed to Westminster. The oldest to hold this office was Cardinal Hinsley, who came from semi-retirement in Rome at the age of sixty-nine. Cardinal Griffin was forty-four when he was appointed, Cardinal Wiseman forty-eight, Cardinal Manning fifty-six, Cardinal Vaughan fifty-nine, and Cardinal Bourne forty-two. The new Archbishop has always been in close contact with the policies and thought of the Holy See. As representative of the Pope from 1938 until 1953, he naturally expressed the attitude of the Vatican on national and international events. In addition, his extra duties during the war years as Chargé d'Affaires to the Polish Government in Exile brought him into the diplomatic field. Allied to this great practical experience is a deep spirituality and love of the priests and people entrusted to him. These qualities will be important assets in the arduous duties which now confront him as the head of the Roman Catholic Hierarchy in England and Wales.

On left—

CARDINAL GRIFFIN'S SUCCESSOR : It is thought probable that Dr. Godfrey will be elevated to the College of Cardinals at the next Consistory to be held by the Pope. According to Vatican circles, His Holiness will call a Consistory of Cardinals early in the coming year to increase the numbers in the Sacred College.

The Sphere of Travel

SPRING SEA TOURS

A Cruise in Warm Waters by Cargo-Boat Provides an Inexpensive and Comfortable Holiday "Away from it All"

By GORDON COOPER

MY taste in literature finds most satisfaction in re-reading time and again Joseph Conrad's *Youth*, that superb story of the lure of the sea. When I reach its final sentences, beginning "By all that's wonderful, it is the sea, I believe, the sea itself—or is it youth alone?" I feel an urge to pack my bags and be off to faraway ports and romantic isles.

While my wanderlust may be regarded as impractical by most readers, there is no reason why you should not take the opportunity to succumb to it and escape for a time into sunshine and away from our surroundings of constant stress. A voyage is a certain balm for those who are tired of it all; a sovereign restorative; a specific which refreshes work-weary bodies.

Before offering a few suggestions for sea tours, I suggest you study the brochures issued by certain firms specialising in this kind of holiday, for they contain a wide range of possibilities. At the same time, the popularity of voyaging, especially on cargo-ships, is so great that you may not be able to get just what you would like at short notice. These travel agents, however, can advise you about suitable alternatives. Remember that freighters rarely travel to a strict time schedule, so allow for this in making your arrangements.

Pride of place must surely be given to Swan's Hellenic Cruises, for despite certain untoward events in the Eastern Mediterranean they are being carried on. During 1957 there will be four such tours, each of a fortnight's duration. Classical scholars accompany each cruise and give lectures on board and at the various sites visited. On the first cruise (March 30 to April 13) Sir Gerald Kelly will be one of the guest lecturers.

The itinerary includes visits to Genoa, Naples, Pompeii, Herculaneum, Palermo, Monreale, Segesta, Agrigento, Cyrene, Knossos, Phaistos, Gortyna, Rhodes, Lindos, Delos, Andros, Athens, Daphni, Olympia, Venice. What a wonderful opportunity to visit, in comfort, some of the most historic spots in Europe. Especially fascinating will be the call made at Phaistos, where recent Italian excavations have brought to light works of the Minoan potters and painters of 4,000 years ago, and a number of buildings of the same age.

The ship used for this tour is the t.s.s. *Mediterranean*, flagship of the Typaldos Line. Berths are available from 100 guineas, while there is also limited dormitory accommodation for male students and schoolmasters at 62 guineas. This charge is inclusive, covering all expenses from London back to London.

Other Hellenic Cruises arranged by Swan's will take place on the following dates: April 11 to April 28; August 20 to September 4; and September 2 to September 17. Each cruise follows a different itinerary, visiting the historic islands and ports of the Mediterranean.

A similar kind of sea cruise is one organised by Fairways and Swinford, under the auspices of the Society for Hellenic Travel. It will take place from March 31 to April 16, but this year it is omitting Greece and the isles of Greece. Its itinerary, however, is unusual, for it includes visits to Minorca, Sardinia, Civitavecchia (for Cerveteri and Tarquinia, with their outstanding Etruscan tombs), Salerno (for Paestum), Palermo and Agrigento, Tripoli and Leptis Magna, Malta, Syracuse, Split and Venice.

CRUISING IN THE SUN: As the cargo-ship cruises along the coast of Spain, sunlight is reflected from a calm sea. Tours by freighter to warm southern ports are becoming more and more popular in the spring months, and the accommodation on modern steamers is very comfortable. A cruise of three to five weeks by cargo-boats of a German line to the ports of western Spain costs from 50 guineas upwards.

A CITY IN THE SEA: A flight of steps leads straight down into the water from a terrace overlooking a Venetian canal. The striped "barbers' poles" are used to moor gondolas and other craft. The motor-boat in the background is a symptom of the change to mechanical propulsion, which is supplanting the gondola as Venice's main means of water transport.

The cheaper accommodation is now fully booked up, but there are some berths available in comfortable cabins from 120 guineas inclusive (London back to London).

It was only last year I visited Minorca, one of the most fascinating islands in the Mediterranean. Strange though it may seem, the atmosphere of the eighteenth-century British occupation still lingers on there, and there are various existing reminders of our habits and customs. Many articles in common use still have English names, the houses have sash-windows and are, in some instances, furnished with exquisite eighteenth-century pieces, while at Villacarlos, during festivities, the girls dress in tartan kilts and dance a kind of Highland fling.

To the archæologist, Minorca is of considerable interest, for it is dotted profusely with the work of prehistoric man. Outstanding among these remains are the *talayots*, tower-like structures of mortared blocks of stone, and boat-shaped piles called *nave* which have a clear sepulchral character. There are also the *taulas*, alt composed of great monoliths. Wo noting, too, on this island is cleanliness of the inhabitants; th villages and towns are unsurpassed Europe in this respect. Was virtue a British legacy?

In Sardinia you also find uni prehistoric remains. There are *nuraghi*, unmortared megalithic bu ings shaped like truncated co They bear a resemblance to Minorcan *talayots*, but are not o wise related. Another outstandi attraction in Sardinia are the churches, exquisite examples Tuscan architecture. I think, ind that if you do get a rapid glimpse this Italian island you will want return there for another more leisur visit. I regard it as being one of most delightful places you could for an off-the-beaten-track holida Europe.

In contrast with the organ tours mentioned, I suggest travel on a German freighter to var ports of the Iberian Peninsula. T round trips last three to five we and the cost runs from 50 guineas This offers an opportunity to places which are otherwise diffi to reach, and as some hours are sp in each port of call there are opp tunities to make short excurs Near Santander, for instance, are the Caves of Altamira (outst ing prehistoric wall paintings) and perfect medieval town of Santill is within easy reach. From Vigo Corunna the short journey to Santi de Compostela is most rewarding is advisable if you decide on at the various ports, for hearsay recommendations board are seldom reliable guides, and can lead to m disappointment.

Of lesser duration are the weekly sailings of Fre motor-freighters to north-western Moroccan and Algeri ports. The vessels have excellent accommodation and cuisine is first class. The round trips from and to Lond occupy just over a fortnight, and the fares are from £ for £110 you can have the extra comfort of a c to yourself.

Round voyages to the Canaries and Madeira always popular. Until May, there are weekly sailings new Spanish vessels of the Aznar Line from Liverp and London to the Canaries, the round fares for 12-1 days being from 40 guineas. It is possible to make break of journey in the Canaries for 14-16 days, and

rs opportunities for an attractive iday in the sun.

It is worth mentioning that in May 1957 re will be held on the island of Hierro rious quadrennial fiesta when the image he Virgen de los Reyes is brought from Ermita to Valverde, the tiny capital. s accompanied by a number of dancers, ed *bailerines*, who, like David before ark, dance the whole time. Then, ing the time the Virgin remains in Val-de, those wishing to do so can take the ge for a walk, paying a small sum for privilege.

Hierro can be reached by local steamer m Santa Cruz, but bookings can only made on the spot. Simple pension ommodation is available in Valverde. island itself is most attractive, and it duces most succulent figs. A journey re could be combined, if desired, with rt visits to Gomera and La Palma, both which can be recommended for the true veller. At Gomera, there is simple sion accommodation, and at La Palma excellent *parador* run by the Spanish te Tourist Department.

Before leaving the Canaries, good lors with lean purses may be interested pportunities to make the round trip on all 2,000-ton Spanish freighters, from ndon to Las Palmas and Tenerife, the t for the eleven-day cruise being from 3 10s. Further particulars are available m Informal Travels Ltd.

This same travel agent offers another eresting tour, by Danish freighter from ndon to Copenhagen, staying there at good hotel, and then returning with calls two or three Danish provincial ports. e inclusive charge (including accommo-tion in an hotel in Copenhagen) is from guineas, and the duration of the trip eleven days.

For those who are not too restricted time and who wish to spend three weeks

AN ISLAND IN THE ATLANTIC : A favourite resort of British tourists in the South Atlantic is the island of Madeira. Two vessels which appear to be cruise liners are lying in the harbour of Funchal, the capital. Passenger-carrying cargo-boats also call here. The climate is warm enough to allow sea-bathing all the year round. The picturesque mountain scenery and the very good facilities for entertainment are further attractions.

FROM A MOUNTAIN-TOP IN THE CANARIES : Although it is very mountainous, the terrain of the island of Grand Canary is intensively cultivated. Las Palmas, the largest town, and the island of Tenerife, can be reached by freighter from London. Excursions are also made to the islands of Hierro, La Palma and Gomera.

or more at sea, there are many opportunities offering that take you to the West Indies, where you are probably more sure of warm sunshine than in Europe. I will restrict myself to two suggestions : by German freighter (Laeisz Line) to Curaçao, Aruba and Santa Marta, taking four to six weeks, at £150-£175—the accommodation provided is exceptionally good ; and by French Line to New York and then to ports in the Gulf of Mexico, the cost for the round voyage of two months being from £165. But how long this enchanted kind of life will last depends entirely on you.

With reasonable care in selection a sea tour will more then fulfil your dreams, whether you choose a luxury liner or prefer the intimate atmosphere and comfort of modern cargo-ships.

USEFUL ADDRESSES

Thos. Cook and Son Ltd., Berkeley Street, W.1.
Informal Travels Ltd., 45, Queensway, W.2.
Fairways and Swinford Ltd., 10, Hanover Street, W.1.
Swan's Tours, 8, Great Russell Street, London, W.C.1.

FORTHCOMING EVENTS

PARIS: At the Cluny Museum seven new rooms are now open to the public, and the celebrated series of tapestries, "*La Dame à la Licorne*," can now be seen in ideal conditions.

From February 20 to March 31 next, an exhibition will be held of documents recently acquired by the Archives Nationales (60, Rue des Francs-Bourgeois). These documents illustrate eight centuries of French history, and include medieval charters, souvenirs of outstanding personalities, and printed documents as interesting to the historically-minded general public as to professional historians.

DÜSSELDORF: Earlier this year I was able to visit the exhibition in Eastern Berlin of the pictures belonging to the Dresden Art Gallery, one of the outstanding collections in Europe. It was an exciting experience. More than 150 paintings from this collection will be shown at the Rhineland-Westphalia Art Society Galleries, in Düsseldorf, where they will be on loan from January until March 1957

OLYMPIC FINALE

Many Records Fell During the Three Weeks of the Olympics at Melbourne

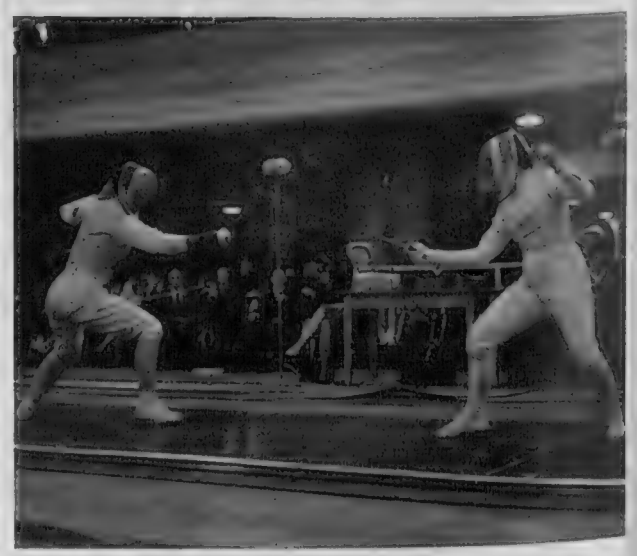
For Britain, the Olympic Games, which ended at Melbourne last week, were chiefly remarkable for the six gold medals won by her athletes and sportsmen. At Helsinki, in 1952, Britain could do no better than one "gold," in the Equestrian Games. Four years later, her riders and horses, again scored, but the five "golds" added by Brasher, Sheen, Spinks, McTaggart and Grinham showed that Britain's reputation in international athletics was reviving. This was an achievement unequalled by our men and women since 1924, when they won ten "golds." Their performance was all the more praiseworthy when it is remembered that none of the five who won at Melbourne was a hot favourite among the British competitors. As everyone expected, the "giants" of the Games were Russia (with 37 gold medals) and the United States, with 32, but Australia was third with 13. Another prominent feature of the 1956 Olympics was the tremendous spate of record-breaking, when new records were set up in 17 of the 24 men's athletic events and in all the nine women's events.

THE MARATHON RUNNERS SET OFF: Huge crowds pack the Olympic Stadium, in Melbourne, as the competitors in the marathon round the track at the beginning of the event. The winner was A. Mimoun, of France, whose time was 2 hrs. 25 mins.

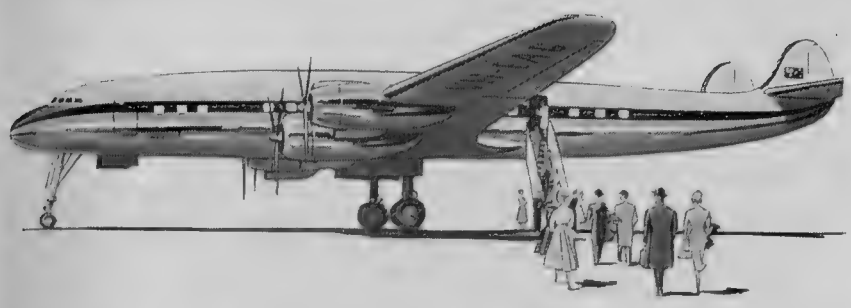
A GOLD MEDAL FOR IRELAND: R. Delany, of Eire, breasts the tape to win the final of the 1,500 metres. His winning time of 3 mins. 41·2 secs. was a new Olympics record. The flags of the competing nations line the roof of the stand in the background. W. Richtzenhain, of Germany, was second, and Australia's Landy third.

BATTLING HIS WAY TO THE TOP: T. Spinks, of Great Britain, the flyweight boxer who won a gold medal in the final, knocks R. Libeer, of France, through the ropes during the semi-final.

BRITAIN'S SIXTH: Miss Judy Grinham (centre), who was later to win a sixth gold medal for Britain for coming first in the final of the women's 100-metre backstroke event, embraces two of her competitors after the first heat. They are Marchino, of the U.S.A. (left), and Gellmer, of Poland. In the final the American girl, Carin Cone, came second, and Margaret Edwards of Britain was third.



BRITAIN WINS A GOLD MEDAL: Miss Gillian Sheen (left) meets R. Garilhe, of France, in the finals of the women's individual foils. Miss Sheen became the first British fencer to win an Olympics Gold Medal since the games were first revived in 1896.



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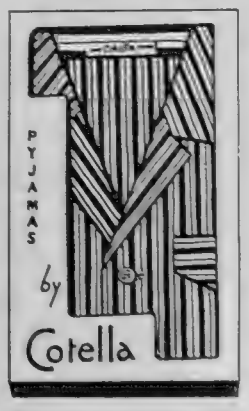

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The World of Books—By VERNON FANE

WARTIME SECRETS COME TO LIGHT

Wheezers, Dodgers, Commandos, Secret Agents and E.N.S.A. Contribute to Victory; War in India a Century Ago; and a Selection of Humorous Books

EVEN the most pacific of readers might be inclined, as I am, to give top marks for sheer interest to Mr. Gerald Pawle's book, THE SECRET WAR 1939-1945 (Harrap. 18s.). It is prefaced by this line from Sir Winston Churchill's Victory broadcast: ". . . and, mark you, our scientists are not surpassed in any nation in the world, especially when their thought is applied to Naval matters. . . ." There is also a foreword by Mr. Nevil Shute, who himself worked with the group of naval scientists who helped to shorten the war. They were known officially as the Royal Navy's Directorate of Miscellaneous Weapon Development and unofficially as the Wheezers and Dodgers. Their wheezes and dodges included the Mulberry harbour, rocket ships, radio-controlled planes, extraordinary amphibious monsters and aerial minelayers. Most of these had misleadingly cosy names like "Hedgehog" or "Swiss Roll" or the "Great Panjandrum." One of the strongest impressions one gets from Mr. Pawle's admirable book is of the humour, the comradeship and the high proportion of happy eccentricity that marked the Wheezers and Dodgers.

CLASH BY NIGHT (William Kimber. 18s.) is a good title for a Commando Chronicle, as Brigadier Derek Mills-Roberts calls his book of war experiences. The forces led by the author of this inspiriting book were highly-trained as well as gallant men. Their story, at Dieppe, in North Africa and on an amazing sweep in the last phases of the war from France, through Holland, and then into the centre of Germany, is a splendid part of our history.

MOON SQUADRON (Wingate. 13s. 6d.) is another history of Britain at war, and this time it is about the small force of aircraft detailed to help in the organisation of the Special Operations Executive—the skilled and brave men and women who were dropped into enemy territory to direct and strengthen the Resistance Movements. Mr. Jerrard Tickell says that his is an "unavoidably fragmentary account of a great undertaking," but it makes a magnificent tale of courage and endless ingenuity.

Another war story, and a thoroughly unsavoury one, is told by Mr. W. Stanley Moss in GOLD IS WHERE YOU HIDE IT (André Deutsch. 12s. 6d.). Towards the end of the war the vast treasure of the Reichsbank was taken out and buried in Bavaria. In Spandau prison, Funk, who had been Nazi Finance Minister, asked if it had been found. Although no one gave him an answer, Mr. Moss, who was in Bavaria at that time, became curious and eventually started out with a colleague on a search of his own. He found that several million pounds' worth *had* been buried and that later the U.S. Army had dug it up again. After that the trail is less clear. A disconcerting but readable book.

And finally, among this collection of war books is another aspect of those six years: THE THEATRE AT WAR (Harrap. 36s.), Mr. Basil Dean's story of E.N.S.A., its organisation, its constant teething troubles, its successes, its hazards and the backstage humours and heartbreaks. Mr. Dean mentions his own intransigence, and the London theatre has known him for more than three decades as a man of strong opinions. This long, well-filled book reflects many of Mr. Dean's decided views, but it is also an appropriate memorial to the E.N.S.A. he has cherished.

SHINE, SIR? A bowler-hatted bootblack of Victorian days works on a customer in a back street in Greenwich. This picture is one of a collection of photographs illustrating London street life in about 1885 to be found in *Grandfather's Father*, by O. J. Morris (Putnam and Company. 21s.). Included in the book are fifty full-page plates depicting scenes which bring to life the people and popular institutions of seventy years ago.

Almost a hundred years ago the Indian Mutiny broke out, and this week sees two studies of different engagements in the fighting. Major-General G. L. Verney has written THE DEVIL'S WIND (Hutchinson. 18s.), which is the story of the Naval Brigade at Lucknow, admirably lucid and comprehensive, as one expects from this distinguished military historian. It is also moving, as stories of heroism must always be.

THE RED FORT (Werner Laurie. 21s.) is Mr. James Leasor's account of the Siege of Delhi; of brutality, inefficiency, exhaustion and again and again of superb courage. In this, as in the last book, there are some amazingly clear and telling contemporary photographs.

Bridging the gap between those battles long ago and our hectic present comes a book edited by Miss Noel Streatfeild and designed as a connecting link with our fathers' and grandfathers' times. These stories of fifty years ago have not been chosen for their literary merit, though that is more than adequate, but for the picture that each one gives of some side of life in THE DAY BEFORE YESTERDAY (Collins. 12s. 6d.).

SO NEAR AND YET SO FAR (Heinemann. 21s.) brings us back to a new day and the New World. Miss Emily Kimbrough (whose heart seems to be perennially young and gay) writes about a trip to New Orleans which she undertook not so long ago with five college friends. The ladies were middle-aged and enterprising. They were also known collectively as "the girls" as an illustration of eternal American optimism, and they appear to have seen everything, gone everywhere, and had a fine time generally.

Mr. Moray McLaren has written a witty—even helpful—little book on UNDERSTANDING THE SCOTS (Muller. 11s. 6d.), which I would heartily recommend if only for its opening line. "The first thing to understand about the Scots," writes Mr. McLaren profoundly, "is that they are not English." I applaud the simplicity of that truth and the whole mood of this *Guide for South Britons and Other Foreigners*.

Partly because it is a record of experiences not one in 10,000 people have, and partly because it is the story of a life lived with enormous zest, TIME OUT OF MIND (Arthur Barker. 16s.) ranks with the best autobiographies of the year. From the opening line of Joan Grant's story, which she begins with the words: "I was conceived in the Blue Grotto at Capri in June 1906," to the close, in the '30's, there is nothing that can be skipped and not one second of tedium.

A book about a New York impresario of the turn of the century should be both gay and ebullient, particularly when he was THE AMAZING OSCAR HAMMERSTEIN (Weidenfeld and Nicolson. 25s.), but the sad fact is that this long and thoughtful study by Mr. Vincent Sheean is neither. Mr. Sheean has a passion for opera almost as great as Hammerstein's and an encyclopædic knowledge of its performances, casts and vagaries. He has written this book, quite evidently, from the heart as well as from the head; he has given us a chronicle of Hammerstein's career of successes and failures, and, rather mysteriously, he has failed to bring him even to fictional life.

MY HUSBAND CARTWRIGHT (Heinemann. 12s. 6d.) is a little book of stories, first published in *Punch*. Miss Olivia Manning, who appears as a fresh and original humorous writer, is the creator of Cartwright, a simple but baffling figure.

The short articles in NINE BALD MEN (Hart-Davies. 18s.) also first saw the light of day in *Punch*. They are by Mr. Claud Cockburn, who recently wrote a highly entertaining autobiography. He is an ex-Communist who has worked on both *The Times* and the *Daily Worker*. He also, in the '30's, founded, edited, wrote, printed and published *The Week*. The present pieces are funny, intelligent and typical.

Mr. Maurice Wiggin has had a very varied career in journalism and remains a columnist and a critic, but his happiest moments have always been spent in the country. IN SPITE OF THE PRICE OF HAY (Phœnix. 16s.) includes some of his reminiscences of childhood and youth up to the year 1939. A pleasant, leisurely and companionable book.

SOME USEFUL CHRISTMAS PRESENTS.

All aspects of home management are discussed in THE BOOK OF GOOD HOUSEKEEPING (The National Magazine Co. Ltd. 45s.), *which helps the housewife to save money and labour by showing her the most efficient way of going about her chores.*

Thirty-six of the world's most distinguished authorities on music have contributed to THE DECCA BOOK OF OPERA (Werner Laurie. 40s.), *a full and readable survey of the most familiar and also of many less well-known works.*

Horse-loving friends will find a great deal to interest them in THE HORSEMAN'S YEAR (Collins. 16s.). *Edited by W. E. Lyon, this, the eleventh number, reviews all the major sporting events of 1956.*

HEROD THE MAN

Stewart Perowne's Absorbing Biography

For 2,000 years Herod has been called "Great" and has been held in detestation as one of the vilest of men. The catalogue of Herod's crimes, which the Jews presented to Cæsar after his death, has a familiar ring to anyone acquainted with Near Eastern politics, and should not be taken too seriously. Herod's virtues were many; the country was at peace during his reign, trade flourished, cities were restored, and new cities built. Samaria-Sebaste, Cæsarea, Antipatris and Jerusalem were transformed, while the Temple itself was rebuilt on a scale that excited the admiration of the world. In THE LIFE AND TIMES OF HEROD THE GREAT (Hodder and Stoughton. 21s.), Stewart Perowne, whose scholarship upon the subject of Israel past and present has so often been revealed before, presents a most remarkable picture of this Prince of Judæa who was the friend of Antony and Augustus and one of the glittering figures of his day and age.

Stewart Perowne reveals how Herod sought to secure for Jewry a peaceful, prosperous and, in some ways, glorious existence. The author does not gloss over or attempt to minimise the crimes of Herod, admittedly the child of an age of violence and brutality, but indicates that his greatest fault may well have been his lack of perception, his utter insensitivity to the spiritual world, to the great trends in Jewish thought and practice. Herod could hardly have been expected to recognise in the birth of Christ the beginning of a new era, because this, the most important event of his life and reign, occurred only a few months before his death; but he could have learned from Jewry itself, and this he manifestly did not do. He was bent solely on the affairs of this world.

Amid the exigencies of war many notable works passed practically unnoticed or were undeservedly neglected. Harvey Graham's SURGEONS ALL, despite excellent and numerous notices in the summer of 1939, was fated to be thus neglected, and it is good to find that this really notable work is now reprinted and revised in a second edition which takes note of the many important discoveries in surgery and medicine which have taken place in the last seventeen years. SURGEONS ALL (Rich and Cowan. 25s.) begins in prehistoric times when the healing knife was a sharp flint, and shows how surgery grew apace in Greece and Rome, then was lost for a while, only to re-emerge in the Middle Ages. The story of man's constant struggle against death and disease is most inspiringly presented. Some excellent illustrations, many of them taken from old prints, enhance the text.

The astonishing discoveries in the caves of Lascaux and Altamira have brought to the world's notice the marvels of prehistoric art as exemplified in south-western France and Spain. In THE ROCK PICTURES OF EUROPE (Sidgwick and Jackson. 35s.), Professor Herbert Kuhn casts the net rather wider, bringing the French and Spanish cave discoveries into relationship with cave paintings and engravings that are much less well known and which, indeed, reveal a continuity in artistic creation that stretches from maybe 20,000 years ago right down to the dawn of history. Professor Kuhn's most important book has been translated from the German by Alan Houghton Brodrick.

J. S. Gowland wrote a grand story in *Smoke Over Sikanaska*, his account of life as a forest ranger in the Canadian Rockies; now he returns to the scene. SIKANASKA TRAIL (Werner Laurie. 18s.) has all the charm of the first volume, and the author's obvious sympathy with every aspect of wild life is as strong as ever.

Here are two illustrated books of specialised interest which have in common the fact that they are superbly produced. THE CONNOISSEUR YEAR BOOK 1957 (National Magazine Co. 21s.) is one of the most valuable annuals in its field, containing 180 pages of the deepest interest to the collector and the lover of fine homes and their contents. THE FIRST COUNTRY LIFE PICTURE BOOK OF LONDON (Country Life. 30s.) contains over 230 pictures of the great Metropolis. It is a fascinating survey and few of the many glimpses given are glimpses of the obvious or the widely familiar. John Codrington writes the introduction to this delightful volume.

EVERY CHILD'S PILGRIM'S PROGRESS (Epworth Press. 10s. 6d.) is described as a new and simplified version of John Bunyan's classic. It has been edited by Derek McCulloch and is illustrated by Geoffery Fletcher, whose work is well known to readers of the SPHERE.

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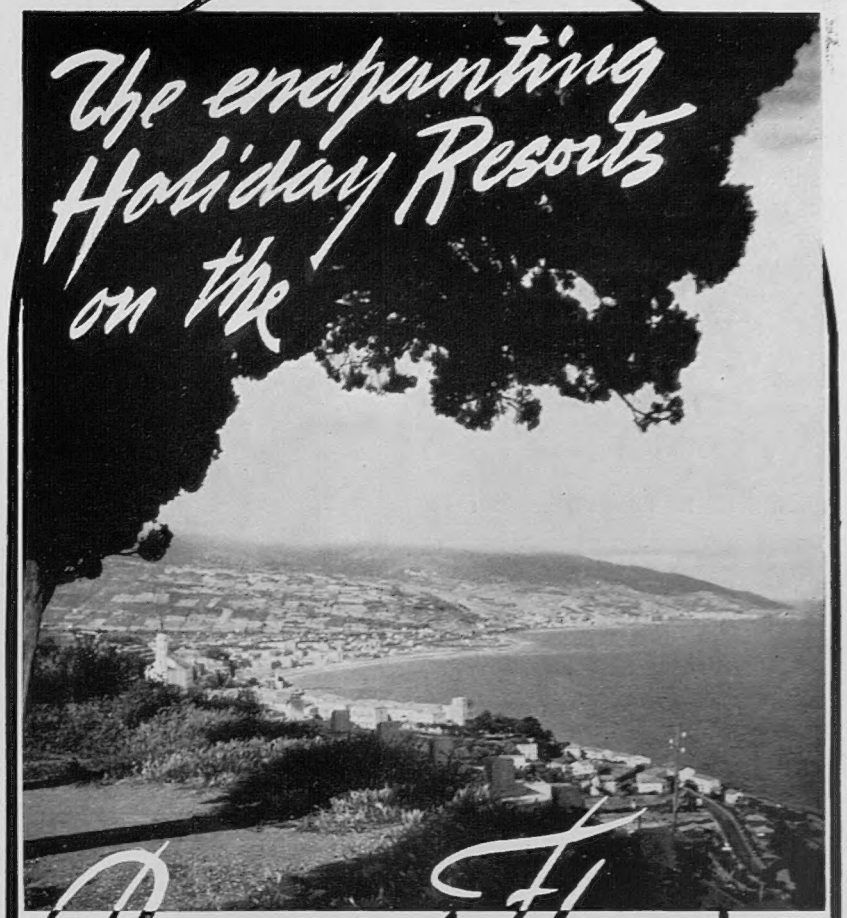

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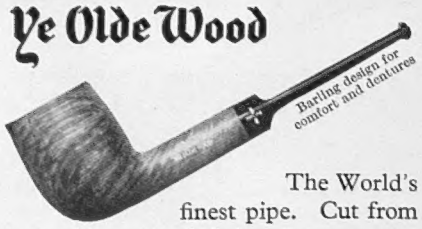

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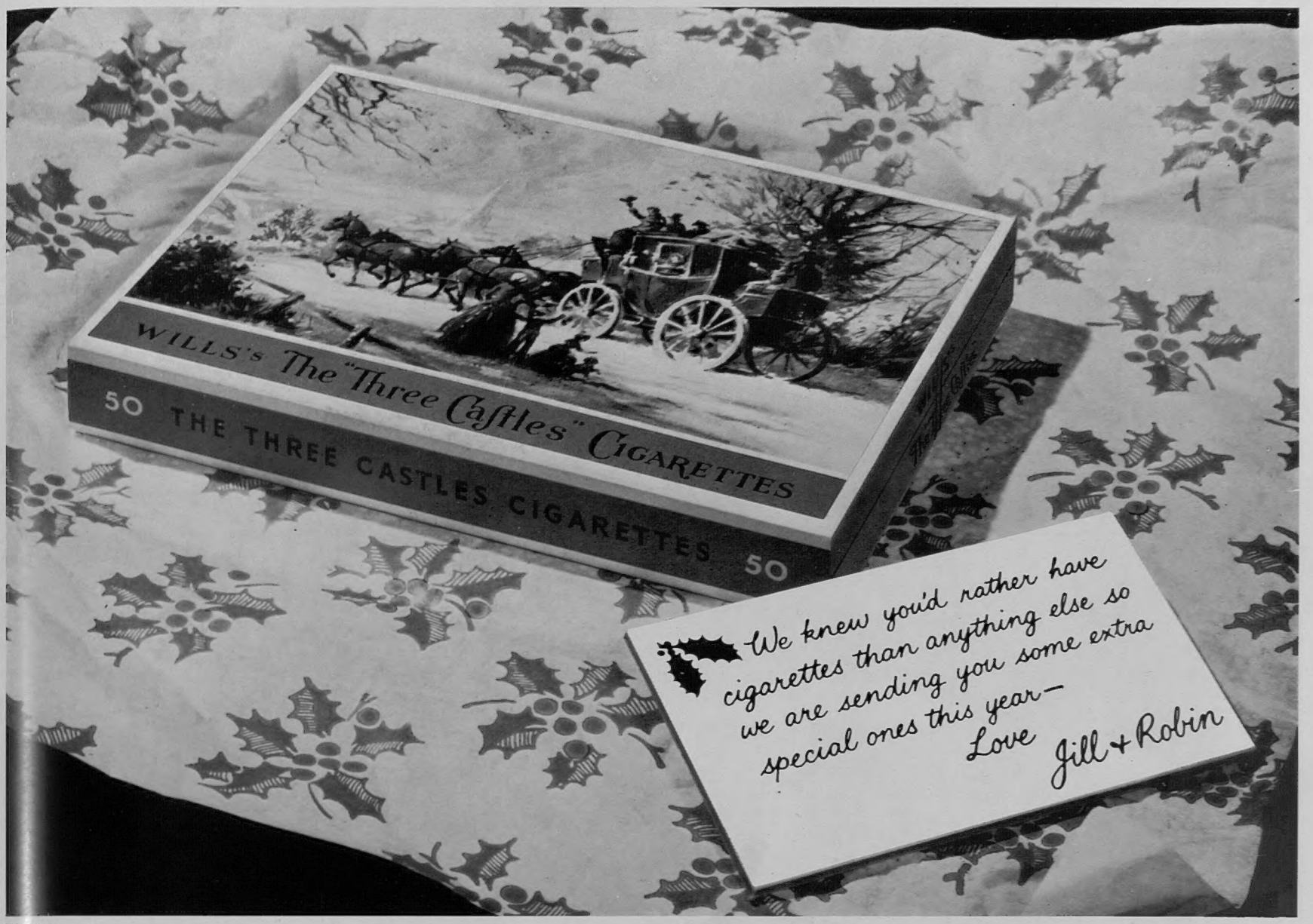

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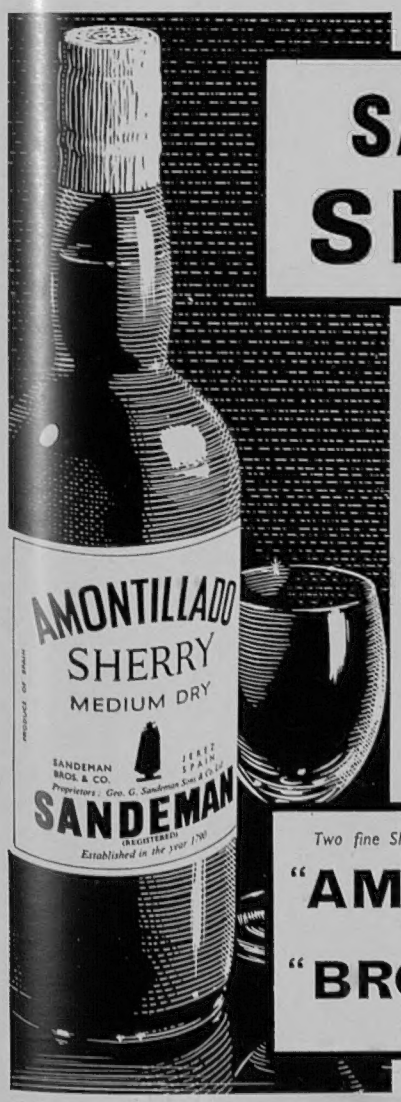

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